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Cinco de Mayo
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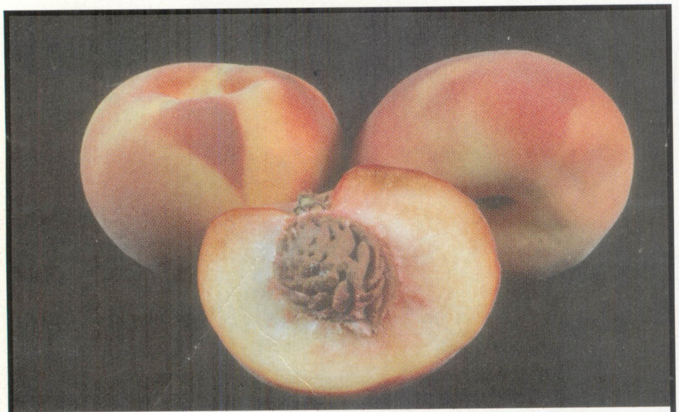

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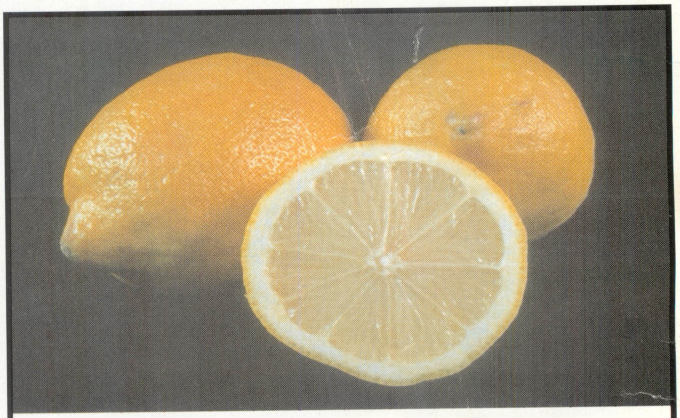

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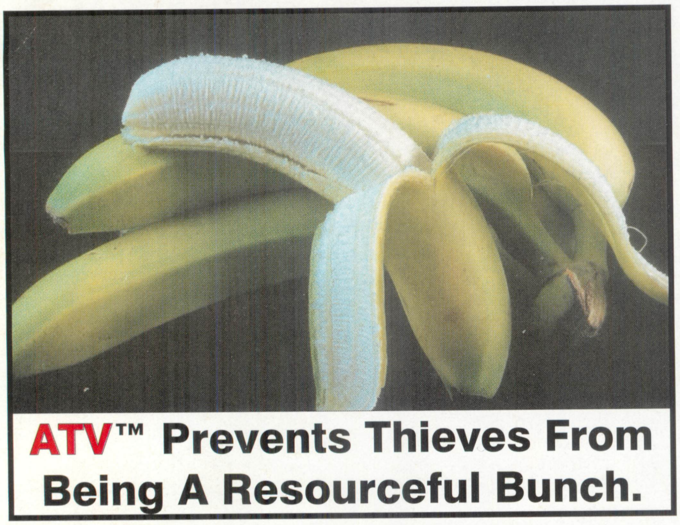

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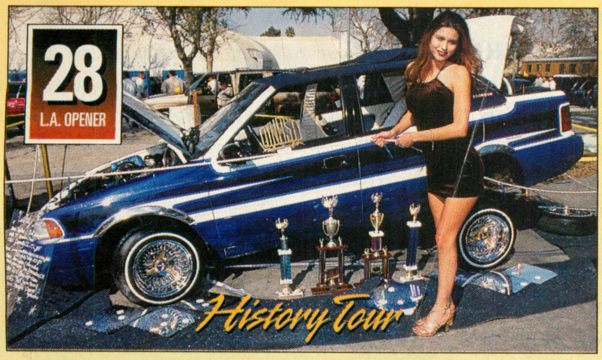

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COVER CAR

ON OUR COVER: Celebrating *Cinco de Mayo* with Alfredo Figueroa's '66 Chevy Impala, "Wicked Six," is the dazzling Dazza.
Photography by Elliot Gilbert.
Costume by Cristi Olmos.

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P.O. Box 648, Walnut, CA 91788-0648
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National Distribution
Rider Circulation Services, Inc.
Stuart Bienstock, National Sales Director
3700 Eagle Rock Blvd.
Los Angeles, CA 90065 • (213) 344-1200

MAY 1997 Volume 19, Number 5

Lowrider Magazine is published monthly by Park Avenue Publishing, Incorporated, 106 Exchange Place, Pomona, California 91768, (909) 598-2300, E Mail address lowridemag@aol.com. Second Class postage paid at Pomona, California and at additional mailing offices. Single copy price $4.25. Subscription rate in U.S.A. and possessions, 12 issues $35.00; in Canada, $55.00 (U.S.);allother countries, $110.00 (U.S.) All editorial contributions/questions should be addressed to "Editors, *Lowrider* Magazine, P.O. Box 648, Walnut, CA 91788-0648," and should be accompanied by return postage. No responsibility is assumed for loss or damage to unsolicited contributions. Printed in U.S.A.
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POSTMASTER: Send address change to *Lowrider* Magazine,P.O. Box 648, Walnut, CA 91788-0648.

NSDP 0199-9362.
Printed in the U.S.A.

The Audit Bureau

"CAN SOMETHING BE DONE?"

Let us begin by saying how much **LRM** has inspired us to fix up our cars and put money, time and effort into something that will have personal value. We get your magazine every month to see what's new. We read **LRM** to get ideas and to read about the workmanship of others.

The reason we are writing is the use of lowrider trucks in the magazine. We feel that trucks should not be shown. There are already three or four magazines such as *Sport Truck* and *Mini Truckin'* that are just for trucks. They do not include lowrider cars.

We suggest that you have a survey of readers to determine whether or not to have trucks in **LRM**. Do others feel as we do? Several of us have dreamed of having a lowrider nice enough to be featured in **LRM**. Maybe someday our cars will make it.

We hope that you will respond to this request from concerned lowriders.

Sincerely,
Ryan McKenna
Herm Lester, Jr.
Mansfield, OH

I do not believe any of these magazines you mentioned feature lowrider trucks. The lowrider style is generally more radical than the conventional sport truck look. Have these other magazines ever covered the likes of "Punch '84," "Trokita Loca" or "Wild Thing 2000?" The answer is no. Lowrider trucks have played a unique role in the Lowrider Movement since day one. We have surveyed our readership and the percentage of interest in trucks is the exact number of pages given to them. We generally do our best to keep all of our reader's interests satisfied.

Alberto Lopez

"NO YANKEE TERRORIST"

I was born and raised in Arizona in a small mining town that was evenly mixed with Whites and Mexicans. The term "*Chicano*" was never used by any of my classmates or friends to define themselves. We had plenty of jerks in my hometown, but race didn't matter. Mr. Caudillo, using phrases like "Yankee terrorist" and "*gringo*" in your "*La Raza* on the Scene" story (March **LRM**) shows what a racist you are. You speak of *La Raza* as if it were a mystical, perfect race, and turn the back of your hand against Whites. Anyone with Spanish blood is part Caucasian, so which part of yourself do you hate the most, Mr. Caudillo?

Caudillo, you sound like the leadership of the Communist New People's Army in the Philippines, with your propagandist catch phrases and "blame White imperialist America for everything" mentality. Except for Caudillo, **LRM** puts out a good rag—great pictorials, beautiful women, good ads, etc.—but let's put a stop to the race baiting and Marxist-Leninist garbage.

Take it light,
Glenn Horlacher
Fallon, NV

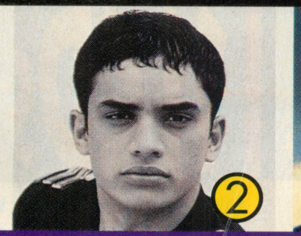
From the Publisher

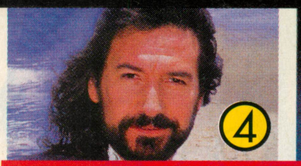
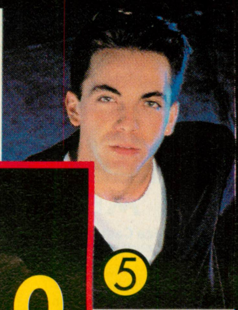
Lowrider welcomes you to our traditional *Cinco de Mayo* issue. This year's cover is graced by the dazzling Dazza and Alfredo Figueroa's '66 Chevy. On behalf of all the Dazza fans who wrote lobbying her return, this one's for you. For truck fans, featured this month is Jorge Castano's Lowrider Truck of the Year, "Wild Thing 2000"—one of the finest lowrider trucks to ever hit the Tour. Just another example of why the Lowrider Movement is the hottest automotive trend sweeping America.

In recognition of the OG lowrider clubs, this month's **LRM** Hall of Fame proudly showcases the Low Creations Car Club of San Francisco. For all of you anxiously awaiting the Lowrider History Book, we plan to introduce the first edition this Summer. We also plan to introduce a History Tour event to Indianapolis, Indiana, with a *Cinco de Mayo* Super Show on May 4. Also, as promised last year, we return to the "heart" of *Aztlan*, Albuquerque, New Mexico, on May 25.

The message for the Summer of '97 is to keep the peace. Lowriding is like a strong family that spreads the word of unity and moving forward positively.

Alberto Lopez
Publisher



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Conéctese con el futuro de la música.

Más Acceso. ¡Hemos llegado a la Internet! Haga clic en http://www.columbiahouse.com para hacer un recorrido entre miles de selecciones, para hacer pedidos y preguntas. Además, podrá mandarnos sus comentarios por correo electrónico (por ahora sólo en inglés).

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Más Comodidad. Las compras que haga en el Club ahora se le pueden cobrar directamente a su tarjeta de crédito. No tendrá que girar más cheques. Puede usar cualquiera de las tarjetas de crédito principales. Su Guía de Afiliados le dará instrucciones al respecto.

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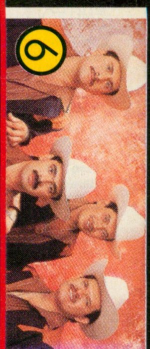

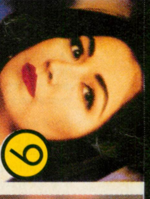
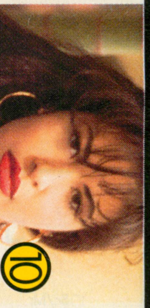

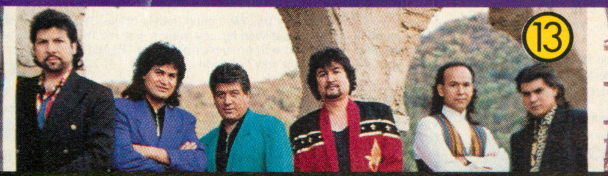
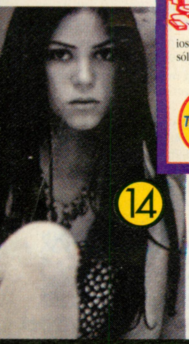
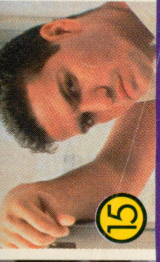

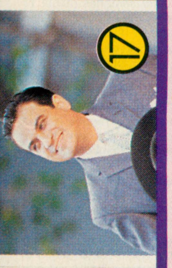
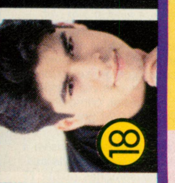

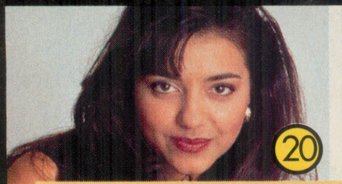

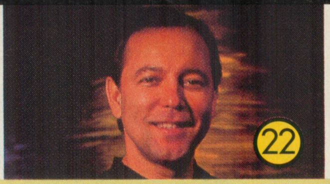

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- **Flaco Jiménez**—Buena Suerte, Señorita (Arista/Texas) **151•514**
- **Intocable**—Llévame Contigo (EMI Latin) **155•788**
- **Ezequiel Peña**—Orgullo Ranchero (FonoVisa) **154•963**
- **La Diferenzia**—Fue Mucho Más Que Amor (Arista/Texas) **148•072**
- **La Mafia**—Un Millón De Rosas (Sony Discos) **148•833**
- (21) **Jennifer Y Los Jetz**—Dulzura (EMI Latin) **159•913**
- **Banda Pachuco**—Por Los Caminos De La Vida (FonoVisa) **145•714**
- **José Manuel Figueroa**—Expulsado Del Paraíso (FonoVisa) **145•706**
- **Ana Gabriel**—Joyas De Dos Siglos (Sony Latin) **142•802**
- **Pete Astudillo**—Como Te Extraño (EMI Latin) **145•730**
- **Ana Bárbara**—La Trampa (FonoVisa) **135•251**
- **Los Tucanes De Tijuana**—14 Tucanazos Bien Pesados (EMI Latin) **141•747**
- **La Banda Sinaloense "El Recodo" De Cruz**—15 Éxitos (BMG U.S. Latin) **144•477**
- (16) **Juan Gabriel**—El México Que Se Nos Fue (BMG U.S. Latin) **145•128**
- **Jorge Negrete**—15 Éxitos Inmortales De Jorge Negrete (BMG U.S. Latin) **124•248**
- **Mariachi Sol De México**—La Nueva Era Del Mariachi Sol De José Hernández (EMI Latin) **151•654**

POP LATINO

- **Fey** (SDI) **154•922**
- (14) **Shakira**—Pies Descalzos (Sony Discos) **151•928**
- **José José**—Mujeriego (BMG U.S. Latin) **145•409**
- **Soda Stereo**—Sueño Stereo (BMG U.S. Latin) **145•383**
- **Diego Torres**—Tratar De Estar Mejor (BMG U.S. Latin) **145•136**
- (8) **Ricky Martin**—A Medio Vivir (Sony Latin) **137•760**
- **Café Tacuba**—Re (WEA Latina) **489•559**
- **Di Blasio**—Latino (Ariola/BMG) **147•983**
- **Jon Secada**—Amor (SBK) **140•665**
- **Los Iracundos**—12 Grandes Éxitos (BMG U.S. Latin) **144•832**
- **Sergio Dalma**—Cuerpo A Cuerpo (PolyGram Latino) **138•834**
- **Plácido Domingo**—De Colección (PolyGram Latino) **141•978**
- **Corazón Gitano**—Paseo Latino (BMG U.S. Latin) **144•584**
- **Barrio Boyzz**—How We Roll (SBK) **141•689**
- **Ricardo Montaner**—Viene Del Alma (EMI Latin) **140•640**
- **Ray Conniff**—Ray Conniff 40th Anniversary (Globo Records) **143•883**
- **Laura Pausini** (WEA Latina) **132•076**
- **Raphael**—Desde El Fondo De Mi Alma (Solar) **143•875**
- **Mijares**—El Encuentro... (EMI Latin) **142•208**
- **Juan Gabriel**—Gracias Por Esperar (BMG U.S. Latin) **124•396**
- **Julio Iglesias**—La Carretera (Sony Latin) **133•835**
- **Mecano**—Entre El Cielo Y El Suelo (BMG U.S. Latin) **144•931**
- **Maná**—Cuando Los Ángeles Lloran (WEA Latina) **128•157**
- **Juan Gabriel**—Juan Gabriel En El Palacio De Bellas Artes (BMG U.S. Latin) **145•268/395•269**
- **Luis Miguel**—El Concierto (WEA Latina) **142•976/392•977**
- **Pimpinela**—De Corazón A Corazón (PolyGram Latino) **138•818**
- **Rocío Durcal And Juan Gabriel**—Frente A Frente, Vol. 2 (BMG U.S. Latin) **144•808**
- **Rocío Durcal**—Hay Amores Y Amores (BMG U.S. Latin) **134•338**
- **Lucero**—Lazos De Amor (FonoVisa) **154•997**
- **Fobia**—Amor Chiquito (BMG U.S. Latin) **154•278**

OTROS ÉXITOS CALIENTES

- **Bush**—Razorblade Suitcase (Trauma/Interscope) **173•518**
- **M.C. Hammer**—Greatest Hits (EMI) **168•757**
- **Harry Belafonte**—All-time Greatest Hits (RCA) **124•883**
- **Luther Vandross**—Your Secret Love (Epic/LV Records) **167•254**
- **Deana Carter**—Did I Shave My Legs For This? (Capitol Nashville) **166•397**
- **No Doubt**—Tragic Kingdom (Trauma Records) **163•436**
- **Lionel Richie**—Louder Than Words (Mercury) **154•047**
- **Melissa Etheridge**—Your Little Secret (Island) **140•954**
- **Janet Jackson**—Design Of A Decade: 1986-1996 (A&M) **139•501**
- **No Mercy** (Arista) **174•342**
- **LL Cool J**—All World (Def Jam) **168•914**
- **Alanis Morissette**—Jagged Little Pill (Maverick/Reprise) E **131•623**
- **Ray Conniff**—16 Most Requested Songs: Encore! (Columbia/Legacy) **129•346**
- **Tom Petty & The Heartbreakers**—Grt. Hits (MCA) **474•411**
- **Babyface**—The Day (Epic) **167•841**
- **Gloria Estefan**—Destiny (Epic) **157•719**

Las selecciones que tienen dos números cuentan como dos selecciones—escriba cada digito en su propia casilla.

E Contiene letra explícita que podría ser censurable para algunos afiliados.

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2. .	7. .
3. .	8. .
4. .	9. .
5. .	10. .
	11. .

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☐ **Also send this 12th selection at a discount.** I've enclosed an additional $3.98 for Cassette or $6.98 for CD. (Shipping/handling will be billed.)

12. .

...y tengo derecho a recibir este CD o Casete ¡Gratis! **...and I'm entitled to this extra CD or Cassette as a FREE bonus!**

13. .

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☐ **TROPICAL** *Marc Anthony* *Jerry Rivera*

☐ **MEXICANO Y TEJANO** *Marco Antonio Solís* *Los Tigres Del Norte*

☐ Sr./Mr.
☐ Sra./Mrs.
☐ Srta./Miss ____________________ Edad/Age (09) ______

Escriba su nombre en letra de molde *apellido*
Print First Name *Initial* *Last Name*

Dirección/Address ____________________ Apto./Apt. ______

Ciudad /City ______________ Estado/State ______________ País/Zip ______

¿Tiene usted teléfono? (01) o SÍ o No
¿Tiene usted tarjeta de crédito? (03) o SÍ o No

Do you have a telephone? (01) o Yes o No
Do you have a credit card? (03) o Yes o No

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Note: We reserve the right to request additional information, reject any application or cancel any membership. These offers not available in APO, FPO, Alaska, Hawaii, Puerto Rico; write for details of alternative offer. Mexican residents serviced from Mexico City—some terms may vary. Applicable sales tax added to all orders. 701/S97 **3GW**-8S-8T-8V-8W

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■ **Compre desde la comodidad de su hogar** — Si desea recibir la Selección del Mes no tiene que hacer nada — se le enviará automáticamente. Si prefiere una selección diferente a la Selección del Mes, o si ese mes no le interesa ninguna selección, déjenoslo saber enviándonos la tarjeta de respuesta por correo antes de la fecha especificada, o visite nuestra sede en la Internet (http://www.columbiahouse.com), o llámenos por teléfono (por ahora, sólo en inglés).

■ **La solidez de una garantía incondicional** — Cada mes usted tendrá por lo menos 10 días para decidir si le interesa su envío o no. Si en alguna ocasión usted tuviese menos de 10 días y recibiese una Selección que no le interesa, puede devolverla sin penalidad. Nosotros asumiremos el costo de su devolución.

■ **Grandes oportunidades de ahorro** — Desde el momento en que se haga socio, contará con cantidades de oportunidades para conseguir su música favorita a precios especiales super bajos. ¡Usted podrá anticipar grandes ahorros — en la mejor música — en cada revista del Club que le enviemos!

■ **Para que todo sea suyo:** Basta con que llene la solicitud y la devuelva con un cheque o giro por $1.50 (o sea, 1¢ por sus primeras 11 selecciones, más la cuota de afiliación de $1.49). Y si desea valerse ahora mismo de su selección con descuento y su selección gratis, basta con que sume $6.98 por su CD o $3.98 por su casete (más tarde le cobraremos el envio y manejo que corresponden a su paquete introductorio).

■ **P.D. No hay riesgo en probarnos** — Le enviaremos detalles de la operación del Club con su envío de introducción. Si por cualquier razón no está satisfecho, sólo devuélvalo todo antes de 10 días para recibir un reembolso total sin futura obligación alguna, y nosotros pagaremos el costo de su devolución. ¿Extremadamente justo? (Sí.) ¿Un negocio redondo? (Sí.) ¿Ya está haciendo sus selecciones? (Muy bien.)

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■ **Convenient home shopping:** If you wish to receive the Selection of the Month, you don't have to do a thing—it will be shipped automatically. If you prefer an alternate selection, or none at all, just let us know by mailing the response card by the date specified, visiting our Web site at *http://www.columbiahouse.com* or calling us on the phone! (For now only available in English.)

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■ **P.S. No risk to try us.** We'll send details of the Club's operation with your introductory shipment. If you're not satisfied for any reason, just return everything within 10 days at our expense for a full refund and with no further obligation. Extremely fair? (Yes.) Great Deal? (Yes.) Making your selections right now? (Good.)

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COLUMBIA HOUSE
CLUB MÚSICA LATINA

Thanks for reading the articles in "La Raza on the Scene" and bringing your concerns to my attention. I believe that you took the phrase "Yankee terrorist" out of context. My use of that phrase does not make me a racist, but one who interprets the results of the Mexican-American War, 1846-48, differently than you do. Unfortunately, history is largely written from the perspective of the victor, and thus a one-sided campaign of propaganda is widely accepted until scholars present the perspective of the vanquished.

Mr. Horlacher, in answer to your question of which part of myself I hate the most, there is but one answer. I love all of whom I am—a Chicano. It is not a matter of what I hate the most, but what I identify myself with the most, that being the indigenous blood of the Mexica Indio. Chicanos may be viewed by yourself and countless others with a negative connotation; for myself, however, it is a political consciousness and a passion for the struggle for social justice, not just for Chicanos, but for all people.

Again, my sincere apologies if I offended you or any other reader of ***LRM****. It is not my goal to spread propaganda nor am I a communist. Once again, thank you for your letter and keep the peace.*

Steven Caudillo

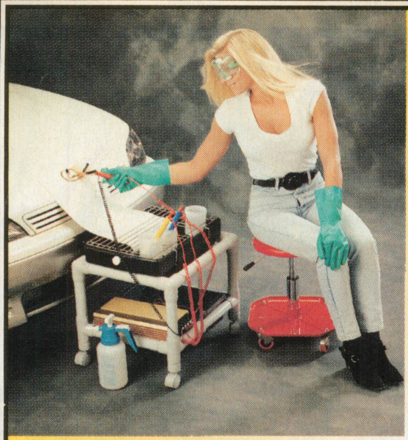
"La Raza on the Scene" editor

"BUENA GENTE"

You probably do not remember, but I had the pleasure of making your acquaintance at the Kansas City show last year (I was the one who coordinated the Voter Registration Booth). In any event, I would have you know that I am active in promoting the upward social, economic and political mobility of Hispanics in this part of the country, and I wanted to make you aware of one of your staff member's contribution to the Kansas-Missouri Hispanic community.

Of course, I am speaking of Tom Gomez, who is located in Wichita, Kansas. Often, people like Tom do things, either for individuals, churches or communities and never seek a "thank you," "God bless you," or the recognition from their communities. In other words, *gente* like Tom do things for all the right reasons, because they are indeed, *buena gente*!

Case in point, Tom's participation in Hispanic Legislative Day, January 23, 1997 at the Kansas State Capital in Topeka, Kansas. Tom conducted a workshop for us and his presentation was outstanding! His



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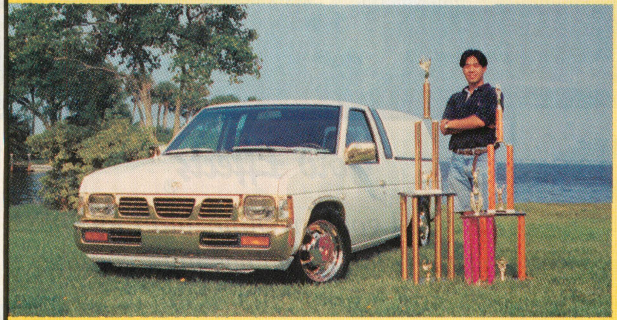

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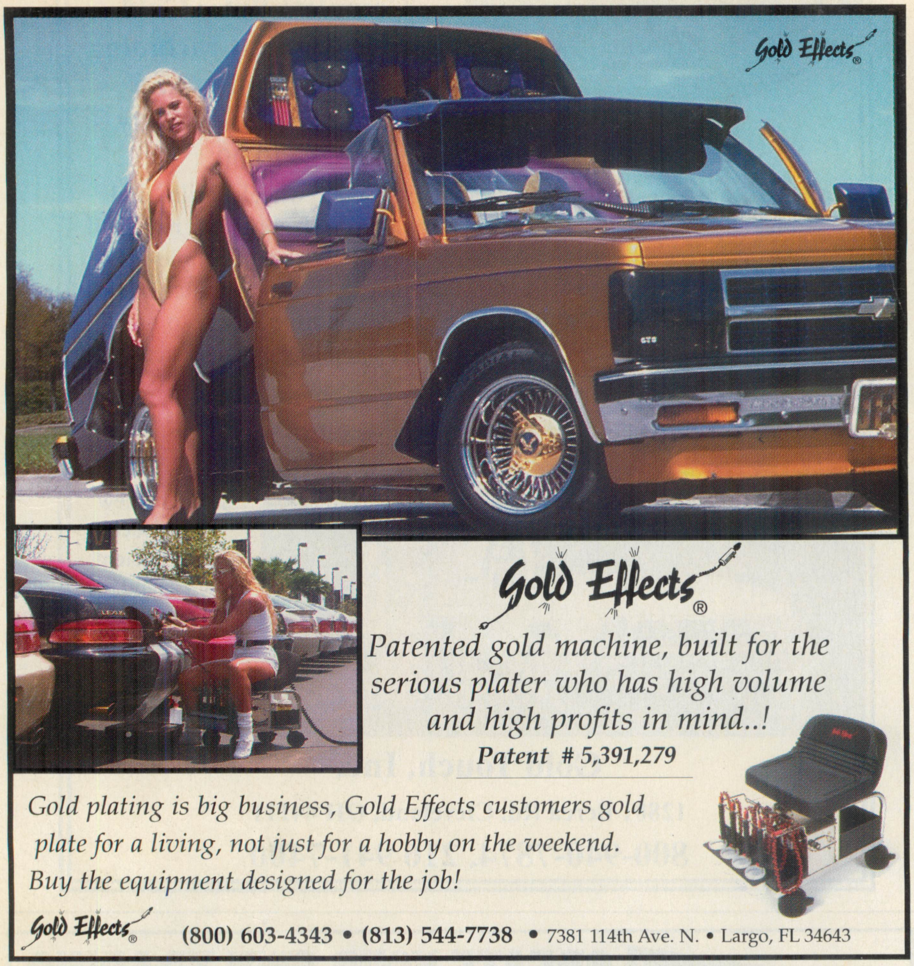

message was well received and very on target! I can't tell you what a positive influence he was on all those kids (middle school-high school age), the majority of whom are economically underprivileged, yet, intellectually gifted! The entire day was a complete success and Tom Gomez and *Lowrider* Magazine were two of the biggest highlights of Hispanic Legislative Day (the other being Albert Guardado, our homegrown member of the '96 Olympic Boxing Team).

In any case, I know that Tom does so many more things for which he seeks no credit, but we appreciate him very much and we wanted you to know that you are fortunate to have such a class act working on your behalf. On a more personal note, I, too, am a big fan of **LRM** and I congratulate you on your success and for your contributions on behalf of *La Raza*.

Atentamente,
Elias Garcia
Topeka, KS

"THANKS FROM THE LADIES"

I am grateful to **LRM** for honoring me as one of the recipients of the '96 Scholarship Fund award. I appreciate that the scholarship committee takes the time to read the applications and to select worthy recipients for the scholarship awards. I am especially grateful for the financial and moral support that **LRM** provides to women like myself for *La Raza*, which helps us to continue our education and to further our professional growth.

Once again, thank you for your kindness and for your great contribution to Hispanic women's professional progress. God bless you.

Sincerely yours,
Gladys de la Torre
St. Petersburg, FL

"FAMILY TRADITION"

First of all, I would like to let you know that you guys are doing a *firme* job with the magazine. Keep up the good work! I am the second generation of **LRM** readers in our family. My father collected them and has every issue ever published. He finally let me look at them when I was about seven years old. I got

my first issue in February '88, which makes me a faithful reader for about nine years. Your magazine has also taught me a lot about *La Raza* and my heritage. I look forward to buying your next issue.

Stay down and proud,
Stacey V.
Milford, CA

"STICKING TOGETHER"

Every month, I go out and buy your magazine; I think it's really bad. It shows how we *Mexicanos* need to stay together and help each other. But, nowadays, Hispanics are looked at as thugs or lowlifes. Just because we own a classic means that we're drug dealers. Nowadays, we all have these gangs fighting against our own race and killing each other over little things. I think we need to stick together and prove to these people who think that we're just lowlifes that we're all equal. **LRM** helps all Hispanics to see that we all have something in common and we can make something of ourselves.

Yours truly,
Vanessa Jimenez
Midland, TX

"EAST COAST LOW"

My name is Rogelio Faulkner and I'm writing all the way from Pennsylvania. I have been reading your magazine and watching your tapes for the last two years. Because I live so far away, I never got to enjoy the real feel of hopping in a lowrider until I visited my family in Carson, California, and rolled around in my cousin Elton's '62 Impala. The feeling that I got at the L.A. Super Show last summer almost made my blood boil. I could feel the sweat running down my forehead and burning my eyes as I walked down the aisles of cars; I thought they were only pictures in a magazine. The energy that I was storing up all my life just blew out and I found myself running down the aisles.

My brother Clayton and I are seriously thinking about starting a car remodeling and lowrider business here in Pennsylvania. With lots of luck, we might bring lowriding to the East Coast a little more. I would just like to thank all of you at **LRM** for your great work and strength on keeping *La Raza* stronger than ever.

Sincerely,
Rogelio Campos Faulkner
Easton, PA

"JUST HUMAN"

For years, I have been aware of the racial tension everywhere. I have decided to take action by voicing my opinion. It used to be that I would get mad at a person for saying something racial. Then, I would get mad when different races attacked each other. Now, it has gone to a new level with people attacking their own race. I have seen many Hispanics calling each other "wetbacks" because they came straight from Mexico, and because they can't speak English. I hear African-Americans making fun of a really dark person, or someone who is a strange shade of brown. I see the smirks directed at a White person who has a red flush to their skin, or they're "too white." I hear Asians laugh at the other Asians for looking different.

There is a new form of racism today. It is hiding behind the belief that pride among just one race will help. I like the fact that people are trying to become aware of their culture, but some are taking it to the extreme that you should stick to your own race. The only people in your life should not just be people of the same ethnic background. It is good to become aware of your history, but you should also understand other people's history, too.

What I'm trying to say is that we need to stop considering ourselves part of an ethnic group. On my birth certificate it says "Hispanic." I am not Hispanic, I am a person. We are human beings. We all come from one being and not from different beings. I am not proud of my parents because they are Hispanic. I am proud because of who they are, and what they have done. It is the same for my grandparents, and my ancestors before them. We need to stop uniting as one group of people. We are not any kind of race... we are all human.

Proud of everyone,
Marie A. Gonzalez
Austin, TX

CORRECTION

In our coverage of the Mid South Truckin' Nationals in Yazoo City, Mississippi (**LRM** March '97), the sponsor of the hydraulics competition was not mentioned. Our apologies to Saved by Grace Customizing, 1414 Florence Avenue, Jackson, MS 39204, (601) 351-6916.

Ron Francis'
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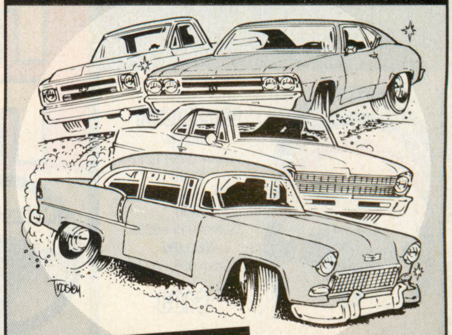
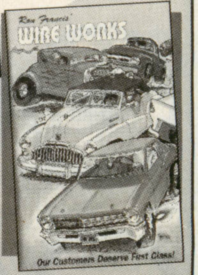


You Need One of These!



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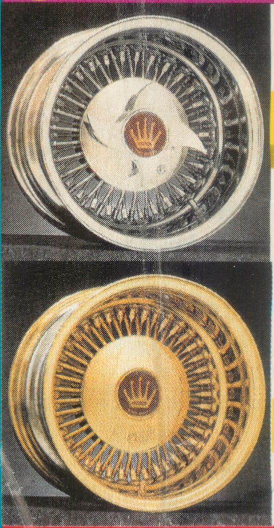

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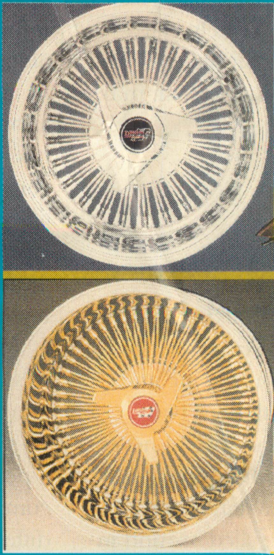

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13" x 7" • 14" x 7" • 15" x 7" • 15" x 8"

72 Spoke **$1499 set**
100 Spoke **$1699 set**

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Gold Spokes & Nipples	72 Spoke	$600 set
	100 Spoke	$900 set
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Rad's

ALL CHROME
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#6 Hose - 2 FT	#777+0404	$10 ea
#6 Hose - 3 FT	#777+0405	$11 ea
#6 Hose - 4 FT	#777+0347	$13 ea
#6 Hose - 15 FT	#777+0338	$35 ea
#8 Hose - 1 FT	#777+0406	$11 ea
#8 Hose - 2 FT	#777+0407	$14 ea
#8 Hose - 3 FT	#777+0408	$16 ea
#8 Hose - 4 FT	#777+0409	$19 ea
#8 Hose - 15 FT	#777+0339	$50 ea
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Red's COMPETITION
Aluminum Block, Pro-Series Dumps, 4-Switches & Panel, Styling Prestolite Motors, Hoses & Fittings, 6000 psi. Solenoids & Battery cables are sold separately.
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Four Pump #777+0099 $1500
LA Square Dumps-add $275 per dump
Chrome Pumps-add $125 per pump
Chrome Cylinders-add $30 per pair
SPRINGS
Springs are sold in Pairs
3" - 1/4 Ton YELLOW #591+0432
3" - 1/2 Ton ORANGE #591+0433
3" - 3/4 Ton BLUE #777+0133 pr
5" - 2-1/2 Ton LIGHT BLUE #591+0243 pr
5" - 1 Ton RED Precut #591+0428 71 pr
5" - 1-3/4 Ton RED #591+024 32 pr
5" - 3 Ton DARK BLUE #777+03 181 pr
5" - 3 Ton WHITE Super Coils #777+0 $225 pr
SOLENOIDS
ack Solenoid #959+0285 $8 ea
olenoid Block (Pictured) #959+0309 $47 ea
PUMPS
New super-duty 96-volt Competition Series pump features Red's new Generation "X" motor, and a steel or aluminum block with custom high-flow 9/16" ports.
Competition #777+0135 $179
Pro-Series Super #777+0137 $240
Old School #777+0136 $260
Styling Double Top #777+0140 $350
Red's PRO-SERIES
Special Ported Aluminum Block, Pro-Series Dumps, 4-Switched & Panel, Hoses & Fittings, Prestolite Motors, 6000psi. Solenoids & Battery cables are sold separately.
Front or Back #777+0391 $475
F-B-S-S #777+0392 $1050
Four Pump #777+0340 $1799
LA Square Dumps-add $275 per dump
Chrome Pumps-add $125 per pump
Chrome Cylinders-add $30 per pair
SWITCHES/BOXES
Switch - 3 Prong #975+0561 $5 ea
Switch - 6 Prong #975+0527 $7 ea
Switch - 12 Prong #975+0528 $20 ea
Switch Extensions #777+0266 $1.25 ea
Switch Panel - 8 Hole #777+0306 $8 ea
Switch Panel - 10 Hole #777+0410 $10 ea
Black Box - 8 Switch #777+0331 $22 ea
Black Box - 10 Switch #777+0332 $26 ea
Black Box - 16 Switch #777+0617 $60 ea
Pre-Wired Box - 8 Switch #777+0579 $125 ea
Pre-Wired Box - 10 Switch #777+0461 $253 ea
Pre-Wired Box - 16 Switch #777+0265 $387 ea
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Cylinders a old in Pairs
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#6 Chrome #7 0258 $120 pr
#6 Skinny Red # +0127 $90 pr
#8 Red # +0119 $92 pr
#8 Chrome 7+0259 $132 pr
#8 Skinny Red 77+0128 $92 pr
#10 Red 777+0038 $105 pr
#10 Chrome #777+0330 $145 pr
#10 Skinny #777+0129 $105 pr
#12 Red #777+0120 $119 pr
#12 Chro #777+0349 $159 pr
#12 Skin Red #777+0130 $119 pr
PUMP HEADS
#6 Pump Head #998+1754 $69
#8 Pump Head #998+1754 $69
BLOCKS
HI FLOW Steel #777+0314 $89
HI FLOW Aluminum #777+0315 $89
Red's OLD SCHOOL
Aluminum Block, Pro Series Dumps, 4-Switches & Panel Old School Motors, Built in Air Valve, Hoses & Fittings, 7000 psi. Solenoids & Battery cables are sold separately.
Front or Back #777+0028 $525
F-B-S-S #777+0311 $1100
Four Pump #777+0390 $1899
LA Square Dumps-$275 per dump
Chrome Pumps-add $125 per pump
Chrome Cylinders-add $30 per pair
SPECIAL CYLINDERS
Cylinders are sold in Pairs
HONDA Cylinders bolt) #777+0482 $199 pr
HONDA Cylinder 3 bolt) #777+0483 $199 pr
VW Beetle Cylin rs #777+0095 $172 pr
Reverse Flow inders #777+0132 $220 pr
Strut Cylinder #777+0125 $325 pr
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$80
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Old School #777+0317 $130
Generation "X" #777+0394 $85
EURO
Includes Styling Series Double Top Pumps
F-B-S-S #777+0321 CALL
HONDA #777+0351 CALL
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LA Square Dump #777+0313 $367 ea
Pro Series Single Dump Assy #777+0411 $78 ea
Pro Series Side-to-Side Dump #777+0101 $227 ea
Dump Cartridge #777+0336 $26 ea
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Red's
Continously Charge
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#777+0303 $342 ea
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12-144 volt
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#777+0599 $750
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Red's
Lift Bed Kit #777+0106 CALL
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NEW
721+0065 Elegant Leather $64
721+0232 PHANTOM Briar Wood & Satin $125
NEW
721+0066 Elegant Wood $69
721+0181 PHANTOM Satin & Leather $80
721+0102 Race Airleather Satin $65
721+0082 Leather & Zebrano Wood $74
721+0179 Race Airleather $65
721+0079 Black Leather $37

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721+0103 Satin Aluminum $57
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721+0135 Carbon Look & Chrome
721+0153 Carbon Look
721+0155 Carbon Look Metallic Silver
721+0156 Carbon Look & Metallic Dark Red
721+0154 Carbon Look & Metallic Dark Green

DRAKE
721+0140 Chrome & Carbon Look
721+0168 Carbon Look
721+0137 Metallic Gray & Carbon Look
721+0169 Metallic Silver & Carbon Look

GRAFFIO
721+0138 Chrome
721+0170 Carbon Look
721+0171 Metallic Gray

DANKO
721+0175 Carbon Look & Leather
721+0176 Metallic Silver & Leather
721+0177 Metallic Gray & Leather

BRIVIDO
721+0157 Carbon Look
721+0158 Metallic Silver & Carbon Look
721+0159

BOLERO
721+0136 Chrome
721+0161 Carbon Look
721+0164 Metallic Gray
721+0163 Metallic Silver
721+0162 Metallic Blue

PARDO
721+0167 Metallic Gray
721+0166 Metallic Silver
721+0165 Carbon Look

CORSARO
721+0139 Chrome & Carbon Look
721+0174 Metallic Silver
721+0173 Metallic Dark Green & Carbon Look
721+0172 Metallic Blue & Carbon Look

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761+0180 Manual (Large Gas Pedal)
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761+0186 Brake & Clutch (Tall)
761+0187 Brake (Large for Auto)
761+0188 Brake (Small for Auto)
761+0189 Driver's Foot Rest (Large)
761+0190 Driver's Foot Rest (Small)
$30 each piece sold separately
NEW

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761+0169 Gas Pedal (Small)
761+0168 Gas Pedal (Large)
761+0170 Brake & Clutch
761+0171 Brake (Large for Auto)
761+0172 Brake (Small for Auto)
761+0173 Driver's Foot Rest
$22 each piece sold separately
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761+0194 Manual (Large Gas Pedal)
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761+0191 Automatic (Large)
761+0192 Automatic (Medium)
761+0193 Automatic (Small)
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761+0163 Manual Set $40
761+0153 Dead Pedal $25
4 Piece Set $65
NEW

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761+0151 Manual Set $40
761+0156 Dead Pedal $25
4 Piece Set $65
NEW

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761+0152 Manual Set $40
761+0154 Dead Pedal $25
4 Piece Set $65
NEW

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761+0128 Manual
761+0129 Automatic
$30

Aluminum/Black
761+0130 Manual
761+0131 Automatic
$30

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+0132 Manual
-0133 Automatic
$30

Aluminu re Mesh
761+013 nual
761+0135 matic
$30

Black/Aluminum A ble
761+0136 Manua
761+0137 Automat
$30

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761+0144 Manual
761+0158 Automatic
$30

Black/Grey
761+0143 Manual
761+0157 Automatic
$30

Aluminum/Gray
761+0146 Manual
761+0160 Automatic
$30

Aluminum/Red
761+0148 Manual
761+0162 Automatic
$30

Black/Red
761+0145 Manual
761+0159 Automatic
$30

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MSP
NEW
H-65mm / W-115mm
HYPERBULB

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MSX
H-44mm / H-130mm
HYPERBULB

85W FOG • GOLD or WHITE
H-100mm / W-105mm
SP
HYPERBULB

50W FOG • YELLOW or WHITE
XSL
H-65mm / W-65mm
HALOGEN

70W FOG • YELLOW or WHITE
XLO
-60mm / W-83mm
HALOGEN

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H-80mm / W-132mm
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Complete Kits with 2-55W lights wiring harness, relay & LED switch
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011+462 Ion Blue $1
H-110mm / W-112mm

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011+0493 Ion Blue
H-45mm / W-105mm

011+0500 Clear
011+0502 Ion Blue
011+0501 Amber
H-47mm / W-103mm

Wings West

CUSTOM FIT WINGS

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240SX	89-9	…MARO	93-96	DEL SOL	93-96	MX6	93-96	SENTRA	91-94
3000GT	90-9	…AMRY	92-96	ECLIPSE	90-96	NEON	95-96	STEALTH	90-96
300ZX	90-…	…ELICA	90-96	INTEGRA	90-96	PRELUDE	92-96	STORM	90-94
325 BMW	92-…	…IVIC	92-95	MAXIMA	95-96	PROBE	93-96	SUNFIRE	95-96
626	93-…	…OROLLA	88-91	MUSTANG	94-96	RX7	86-96	SUPRA	86-96
ACCORD	94-…	…RX	88-91	MX3	90-96	SATURN	91-96	TALON	95-96
ALTIMA	93-…								

F40 STY

240Z	70-	280ZX	79-83	325 BMW	84-91	MAXIMA	89-94	PRELUDE	88-91
260Z		300ZX	84-96	525 BMW	89-9…	MR2	84-89	SUPRA	86-92
280Z	75	318 BMW	84-91	ACCORD	90-…3	MUSTANG	79-93		

R.S. RA G STYLE

CIVIC	92	INTEGRA	94-96	TERCEL	…5-96

3-PIEC TYLE

240Z	70	280ZX	79-83	ECLIPSE	90-96	INTREPID	93-95	PRELUDE	92-96
260Z		318 BMW	84-91	INTEGRA	90-96	MONTE CARLO	95-96	PROBE	93-96
280Z	75							SUPRA	86-92

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240SX	95	CELICA	90-93	INTE…A	90-96	TERCEL	91-94	CIVIC	92-95
300ES	9…	CIVIC	92-95	MA…IA	95-96			INTEGRA	94-96
ALTIMA	9…	CRX	88-91	PR…M	93-96				
ACCORD	96	ECLIPSE	95-96	S…RA	95-96				

THRUS ER STYLE

325 BMW	…96	ACCORD	90-96	INTEGRA	94-96	JETTA	93-96	PRELUDE	88-96
840 BMW	…96	CIVIC	92-9…	G20 INFINITY	90-96	M3	92-95	PROBE	93-96
850 BMW	…96								

M3 ST LE

						M3 LOW PROFILE		M3 DOUBLE	
190 BENZ	…93	325 BMW	…96	JETTA	82-92	325 BMW	92-96	325 BMW	84-91
240SX	…94	ACCORD	…-89	G20	90-96	**M3 HIGH PROFILE**		COROLLA	88-91
318 BMW	…91	CRX	…4-91	PRELUDE	88-91	JETTA	82-92	JETTA	82-92
320i BMW	…-83	INTEGRA	…90-93	SENTRA	87-90				

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200SX	9…96	ALTIMA	93-96	ECLIPSE	90-96	LEGACY	95-96	PROTEGE	95-96
240SX	8…96	ASPIR…	95-96	ESCORT	86-89	LEGEND	91-95	Q45 INFINITY	90-96
2.5 TL ACURA	96	AVEN…	95-96	ESCORT	92-96	MAXIMA	87-96	RX7	79-96
3000GT	90-96	BON…ILLE	92-96	EXCEL	90-91	MIATA	90-96	SATURN	91-96
300SC LEXUS	92-96	CA…O Z28	82-92	FIERO	84-88	MILLENIA	95-96	SENTRA	91-96
300ZX	90-96	C…Y	92-96	FIREBIRD	82-92	MIRAGE	93-96	SHADOW	92-94
400SC LEXUS	92-96	…LIER	92-96	G20 INFINITY	90-96	MR2	85-89	SOPHIA	95-96
3.2 TL ACURA	96	…ICA	94-96	GALANT	94-96	MUSTANG	79-96	STEALTH	90-96
626 MAZDA	93-96	…IC	88-96	GRAND AM	92-96	MX3	90-96	SUMMIT	93-94
850 VOLVO	94-96	…OLT	93-94	GRAND PRIX	92-96	MX6	86-96	SUNFIRE	95-96
940 VOLVO	94-96	…ONCORD	93-96	I30 INFINITY	96	MYSTIQUE	95-96	SUPRA	86-96
960 VOLVO	94-9…	CONTOUR	95-96	IMPREZA	95-96	NEON	95-96	TERCEL	89-96
ACCENT	95-…	COROLLA	88-96	INTEGRA	90-96	PRELUDE	88-96	TAURUS SHO	92-96
ACCORD	86	DEL SOL	93-96	INTREPID	93-96	PREVIA	91-96	VIGOR	92-94
ACHEIVA	9…	DIAMANTE	93-96	J30 INFINITY	93-96	PROBE	93-96	VISION	93-96

LIP ST LE

626 MAZDA	…96	CAMARO	93-96	CRX	88-91	MIATA	90-96
6-Series BM…	…-87	CAVALIER	95-96	ELDORADO	92-96	TERCEL	95-96

WRA AROUND STYLE

CAMARO	82-92	GRAND AM	92-95	PROBE	93-96	SATURN	91-96
INTEGR…	90-93	MUSTANG	79-93	RX7	86-92		

2-L G STYLE

240Z	70-73	AVENGER	95-96	CUTLASS	94-96	MARK VIII	93-96	TAURUS	89-96
260Z	74	CAMRY	92-96	DEL SOL	93-96	MUSTANG	79-93	TERCEL	91-94
280…	75-83	CAVALIER	95-96	ECLIPSE	90-94	RX7	79-92		
30…	84-89	CIVIC	92-95	FIERO	84-88	SENTRA	91-94		
6… PONTIAC	85-91	CORVETTE	91-96	MONTE CARLO	95-96	STANZA	87-89		

-LEG STYLE

…5 BMW	89-96	CIVIC	92-95	COUGAR	89-96	PRISM	93-96	TAURUS	89-96
…Series BMW	88-94	CORVETTE	84-90	MONTE CARLO	95-96	SEVILLE	92-96		

LOW PROFILE STYLE

525 BMW	89-96	CIRRUS	95-96	INTEGRA	86-89	STRATUS	95-96

CALIFORNIA STYLE

240Z	70-73	280Z	75-78	JETTA	93-96	PROBE	89-92
260Z	74	300ZX	84-89	NEON	95-96		

CUSTOM STYLE

300E BENZ	88-91	AVALON	95-96	ECLIPSE	90-94	REGAL	92-96	STORM	90-94
ASTRO VAN	84-96	BLAZER	94-96	GRAND PRIX	92-96	SKYLARK	94-96	STRATUS	95-96
AURORA	95-96	CIRRUS	95-96	MUSTANG	79-93	SONATA	94-96	TAURUS	96

FLUSH MOUNT STYLE

BERETTA	88-96	CRX	88-91	SEVILLE	92-96	TERCEL	91-94

CORNER TRUNK PEDISTAL STYLE

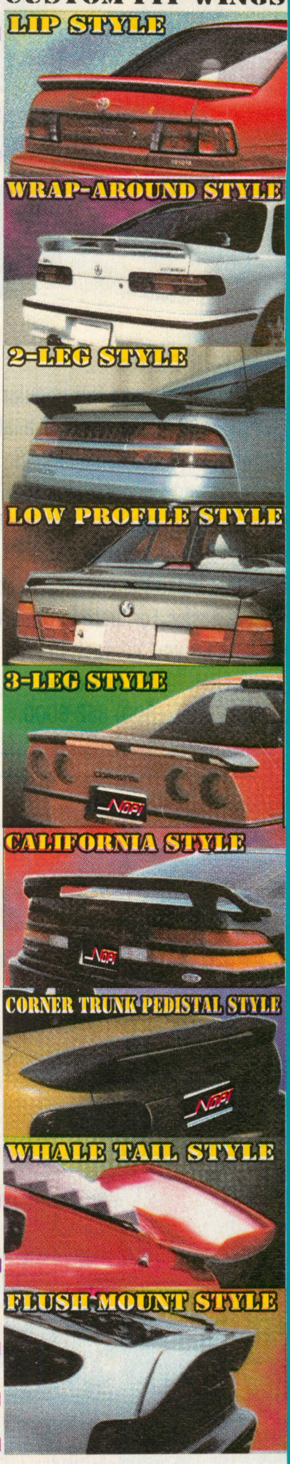
COROLLA	84-87	MAXIMA	85-88	MIATA	90-96

WHALE TAIL STYLE

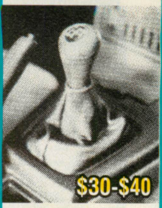
240Z	70-73	260Z	74	280Z	75-78	RX7	79-85

Wings West

CUSTOM FIT WINGS



LEATHER SHIFTER BOOTS



AGLA

240Z	GOLF
260Z	GTV-ALFA
280Z/ZX	JETTA
300ZX	MIATA
4000	MR2
5000	MX3
626.	MX6
80-AUDI	PASSAT
90-AUDI	PRELUDE
ACCORD	RABBIT
CELICA	RX7
CORRADO	SCIROCCO
CRX	SPYDER
DEL SOL	SUPRA
ECLIPSE	TALON

Prices are for Black. Colors are available for $10 extra

NOPI

Several other custom styles are available. Call for additional information & the best pricing on rear wings from Wings West.

FENDER TRIM SETS

CHROME $80 set

24KT GOLD Also Available

- 304 GRADE FOR STRENGTH & RIGIDITY
- PURE HIGH GRADE STAINLESS STEEL

Made to fit without bending or trimming. Each set of four fender mouldings come with mounted rubber seals, hardware and installation instructions.

STAINLESS STEEL ROCKER PANELS

Each kit comes with pre-cut panels, protective covering and installation instructions. Call for price on specific applications.

CHROME
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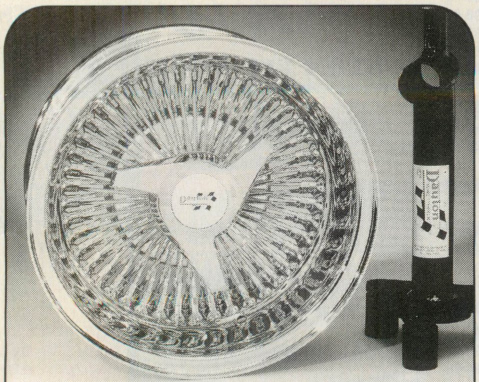

Make It Dayton

For the best wire wheels—like this popular radial-laced 13x7-inch, 88-spoke wheel, available in various 24-karat gold-plated combinations with a variety of caps and spinners—look to Dayton. When you invest in the best, you want to protect your Daytons with special "Soft Touch" wrenches that make the installation and removal of spinners easier. For more information on a Dayton dealer near you, contact: Dayton Wire Wheels, Dept. LRM, 1147 S. Broadway Street, Dayton, OH 45408, (800) 862-6000.

Dupli-Color Durability

Protecting your truck bed has never been easier thanks to the new spray-on truck bed coating from Dupli-Color. Dupli-Color provides a durable barrier that simulates the look of a plastic bedliner and contours to the exact shape of your truck bed. Best of all, anyone who can point a spraycan can apply Dupli-Color spray. For more information, contact: Dupli-Color Products Group, Sherwin-Williams Diversified Brands, Inc., Dept. LRM, 31500 Solon Rad, Solon, OH 44139-3528, (216) 498-2300.

Strip With Style

If you own a classic General Motors A-body vehicle—like a Malibu, Regal, Cutlass, El Camino or Monte Carlo—and you need to replace your weatherstripping, then A&M SoffSeal has good news for you. A&M SoffSeal weatherstrips are identical to the originals and come with instructions and factory-style hardware. A&M SoffSeal weatherstrips are backed by a lifetime guaranee. For more information, please contact: A&M SoffSeal, Inc., Dept. LRM, 104 May Drive, Harrison, OH 45030, (513) 367-0028.

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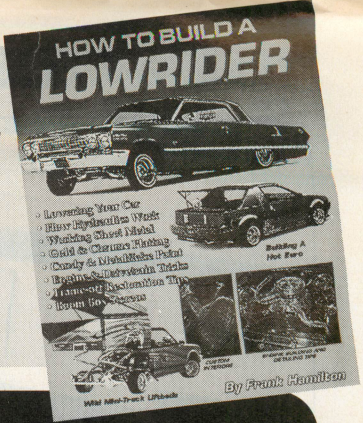
Sound Quest door-mount speaker pels from Recoton include three new models, witcutout sizes of $4^1/_2$, $5^1/_4$ and $6^1/_2$ inches, eachilored to fit specific cars. Sound Quest also has her replacement speaker door panels, incluing an in-the-door swivel speaker-mounting bracet designed to allow precise adjustment o the speaker's sonic output. Listen to Sound Quest equipment at your car audio retailer, or cont Sound Quest, Dept. LRM, 46-23 Crane Stree ong Island City, NY 11101, (800) 742-3438.

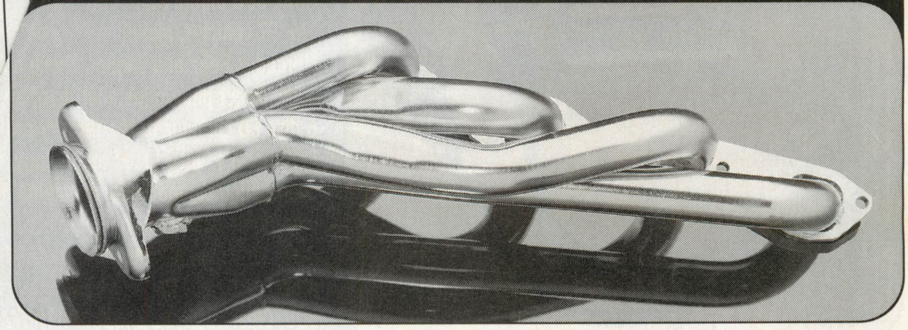
Red's Writes The Book

Red's Hydraulics has an instructional library of how-to literature to help lowrider enthusiasts. "How To Build A Lowrider" is the first textbook of its kind, with more than 500 photos and illustrations explaining every step of lowrider construction. Also includes a special hydraulics chapter to show the installation and maintenance of hydraulics systems. For ordering information, please contact Red's Instructional Library, Dept. LRM, P.O. Box 3363, Anaheim, CA 92803-3363, (800) 733-7321.



Mesa Headers Are Tops

Mesa Headers, the next generation of performance headers for sport trucks, have arrived. Using "Optimum Flow Technology," Mesa Headers provide an increase in horsepower and torque, as well as increased fuel economy. In addition, Mesa Headers are easy to install, precision designed for a fine fit nickel plated inside and out for high surface strength and durability. For more information, contact: Mesa Headers, Dept. LRM, 711 W. 17th Street, Suite A-9, Costa Mesa, CA 92627, (714) 650-4334.



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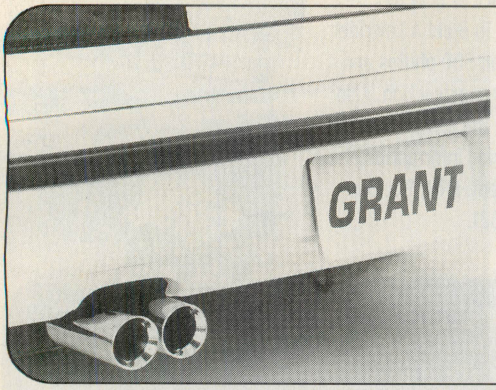
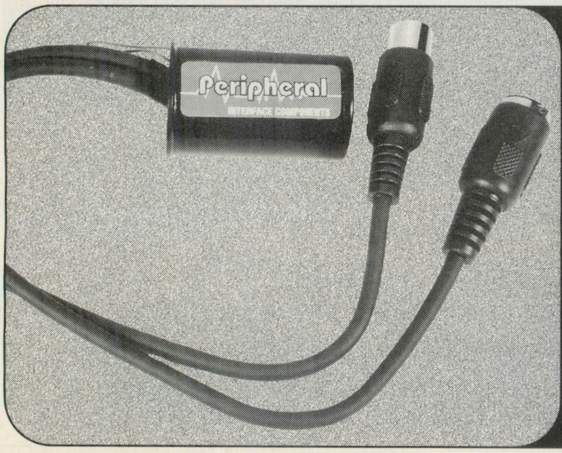


Great Tips From Grant

Grant Products now has cool exhaust pipe tips to meet your restyling needs. Whether you have a sweet Euro, street rod or sport truck, Grant has a chrome or polished stainless tip for your vehicle. Grant exhaust tips come in 3, 4 or 4½-inch outside diameters and easily weld onto your existing exhaust system for a lasting attachment. For more information on great Grant products, including how to obtain a catalog, contact: Grant Products, Dept. LR, 700 Allen Avenue, Glendale, CA 91201, (213) 849-3171.

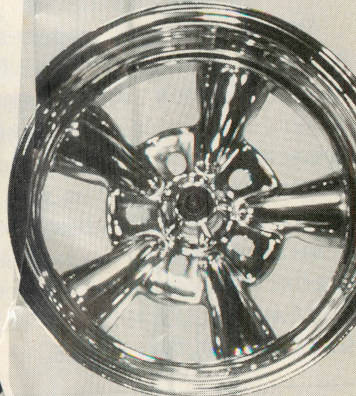


Peripheral Technology

Peripheral Electronics has just released three new digital CD adapters for specific '96-'97 vehicles, including Chrysler, Mercedes Benz and Jaguar. These adapters allow direct plug-in installation of an Alpine 6-disc CD changer to the factory radio using Peripheral's "interface" technology, thus overcoming compatibility problems. For more information on the complete Peripheral line, please contact: AAMP of America, Dept. LRM, 13160 56th Court, Suite 508, Clearwater, FL 34620, (813) 572-9255.

Ride Supreme

Low Riders Hydraulics has more than just hydro gear. They also carry select tires and wheels, including their own classic five-spoke Supreme wheel, the "original lowrider wheel." The Supreme is now available in sizes 13x7, 14x7 and 15x7 in either triple-plated chrome or 24-karat gold finish. For more information and a free catalog on Low Riders products, including the Supreme wheel, please contact: Low Riders Hydraulics, Inc., Dept. LRM, 70 Pullman Way, San Jose, CA 95111, (408) 225-4485.



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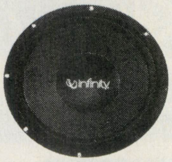

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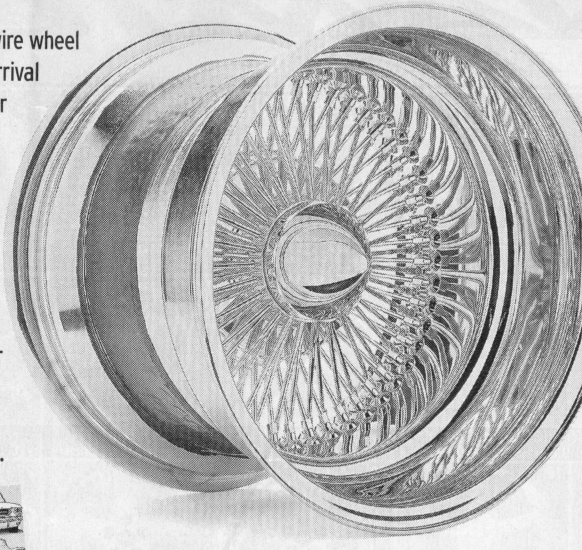
Dayton Dome

Dayton Wire Wheels, a leading wire wheel manufacturer, has announced the arrival of their long-awaited "bullet" center cap called the Dayton Dome. The Dome is available in brilliant chrome or 24K gold plating to add that touch of Dayton distinction to your ride and it comes with a special hex mounting ring for easy on and off action. For more information on a Dayton dealer near you, contact: Dayton Wire Wheels, Dept. LRM, 1147 S. Broadway Street, Dayton, OH 45408, (800) 862-6000.



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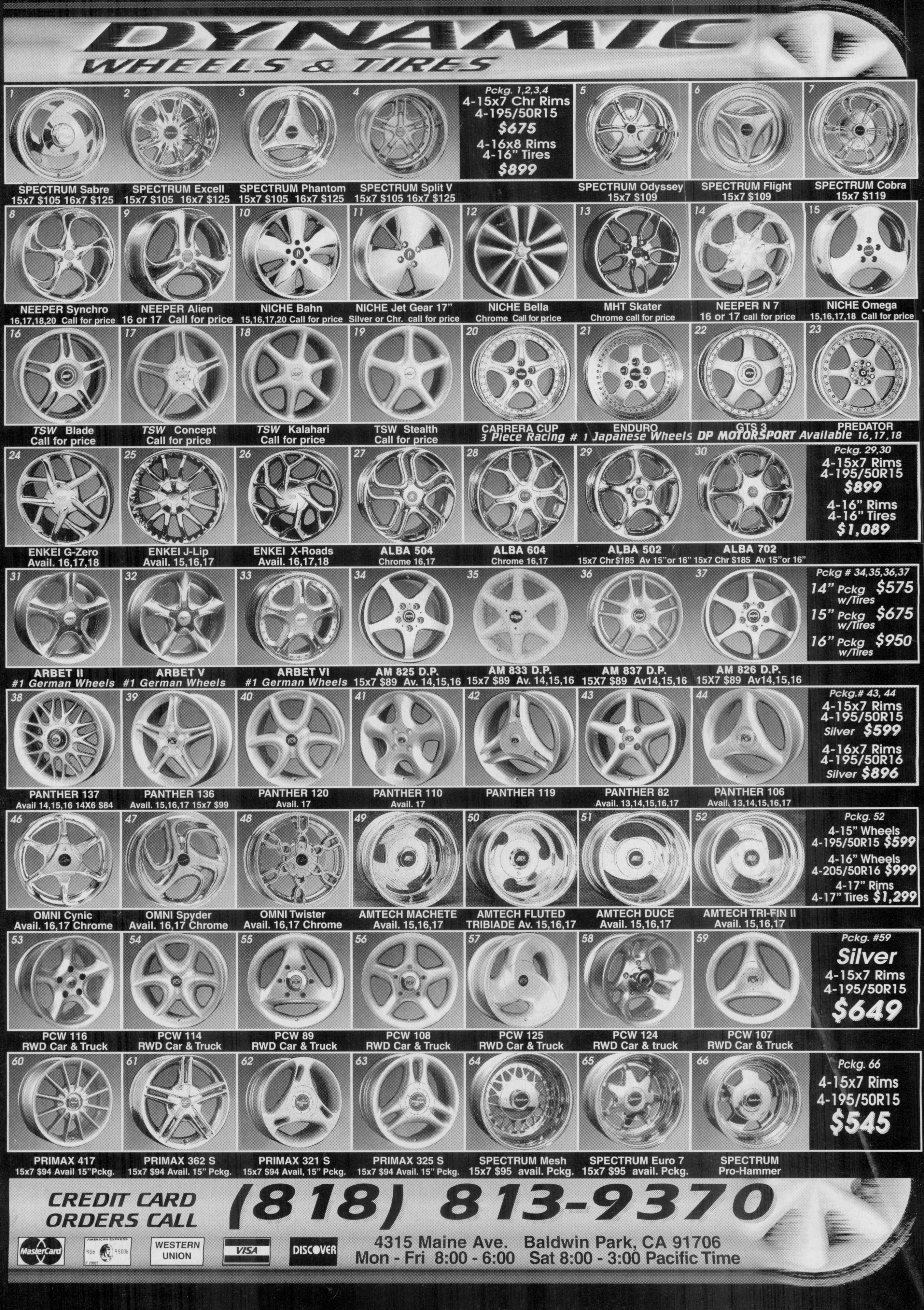
Braking News

The all-new catalog from Master Power Brakes contains the latest information on power booster and disc brake conversions. Complete bolt-on kits are featured for both cars and trucks. Master Power offers quality brake systems and products designed to adapt to your special requirements, especially for owners of classic or vintage vehicles. For more information, contact: Master Power Brakes, Dept. LRM, 254-1 Rolling Hills Road, Mooresville, NC 28115, (704) 664-8866. Internet: MP BRAKES @ AOL.COM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3 Piece Racing # 1 Japanese Wheels DP MOTORSPORT Available 16,17,18
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26 ENKEI X-Roads Avail. 16,17,18
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28 ALBA 604 Chrome 16,17
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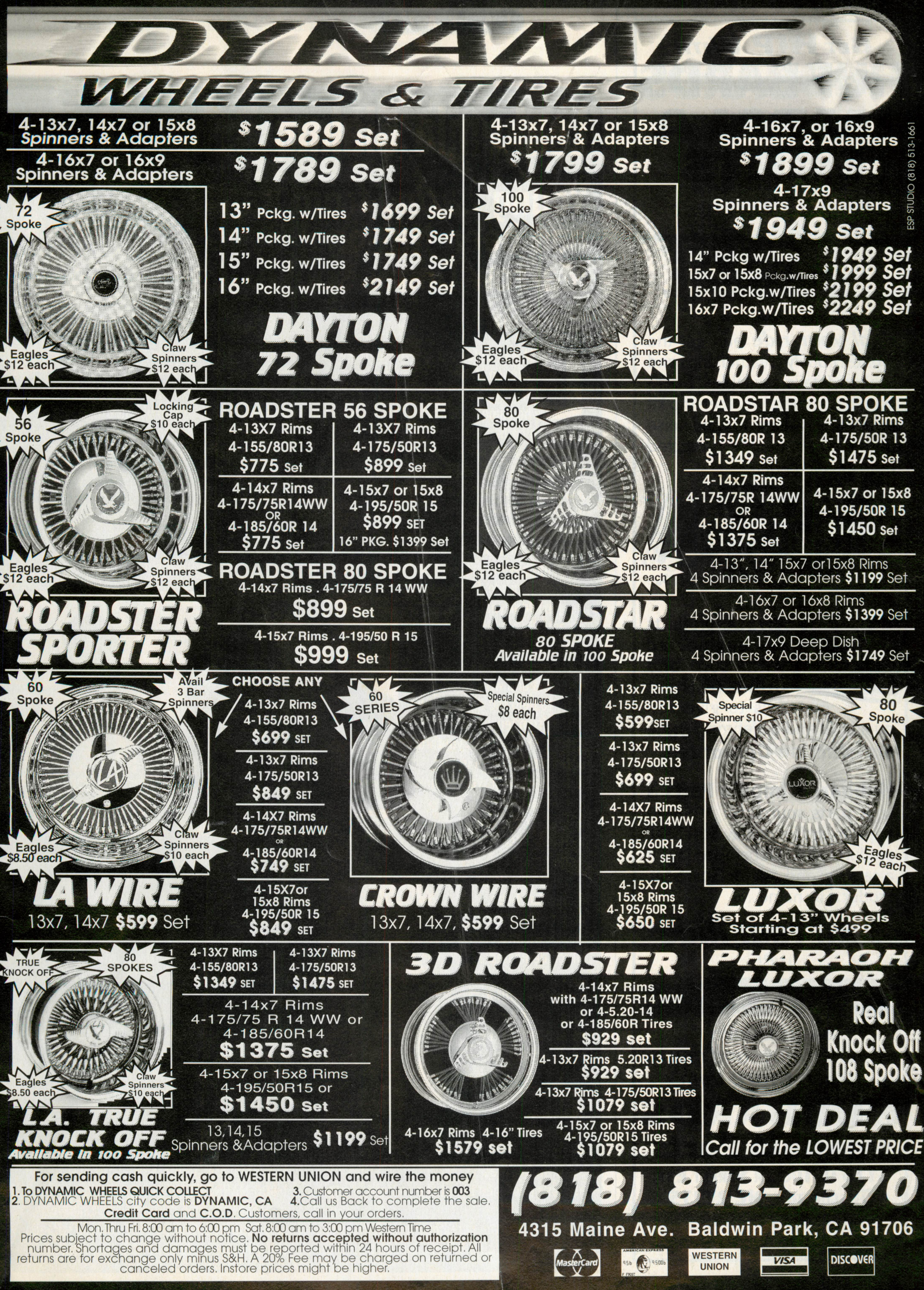
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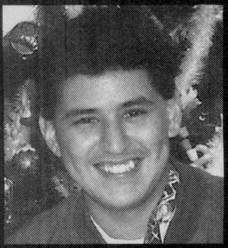
Leukemia Claims Ruben Molina

Young *Latino* from Kansas had been National Bone Marrow Donor spokesman



Photos courtesy of Lola Loredo

BY JEFFREY RICK

LRM was saddened to learn of the death of Ruben Molina, the courageous *Latino* teenager from Wichita, Kansas, who came to our attention a few years ago when he became a spokesman for the National Bone Marrow Donor Program. Since then, **LRM** has run two separate stories in "La Raza on the Scene" (August '93 and July '95) updating Ruben's personal battle against leukemia, while encouraging our readers to become bone marrow donors.

Originally diagnosed with leukemia while in the eighth grade, Ruben spent the next four years, essentially his high school years, educating the public, particularly Hispanics, about leukemia and what can be done to help the children who suffer from leukemia and cancer. Blessed with youthful optimism and faith in God, Ruben fought bravely against the disease which ultimately claimed his life at just 18 years of age.

Since his death, Ruben has been honored by the city of Wichita, which dedicated a playground (complete with a plaque and stone monument) in the city's Woodland Park in his memory. At the dedication ceremony, Wichita Mayor Bob Knight said, "Ruben was always concerned about the welfare of other people."

Present at the ceremony were Reflections Car Club and Latino Dreams Car Club, both of Wichita. Previously, Reflections had hired a limousine to escort Ruben to his high school graduation. On that occasion, and again on the day when Ruben was laid to rest, Reflections cars formed a procession out of respect for Ruben.

According to Ruben's mother, Lola Loredo, Ruben was greatly touched by all of the cards and letters he received after the last story about him ran in *Lowrider* Magazine. It was Ruben's hope, and it remains his mother's, that people will continue to help young victims of leukemia and cancer by becoming bone marrow donors. Though a *bone marrow* match could not be found for Ruben, there are thousands of children and adults alive today because of Ruben's efforts with the Donor Program, and there are thousands more who need help.

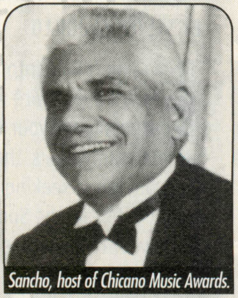
By all accounts, Ruben was a special individual who touched the lives of a lot of people. "Both Ruben and I believe that it was his destiny to leave this earth after helping many children regardless of color, creed or ethnic background," his mother told **LRM**. "His legacy will live on."

For more information on becoming a bone marrow donor, **LRM** urges you to call 1-800-MARROW2 for the *program center* nearest you. It is painless and completely safe, and you may be able to give somebody the gift of life. Tell them Ruben sent you.

Ninth Annual *Chicano* Music Awards

Event Raises Dollars for Scholars

BY STEVEN CAUDILLO



Sancho, host of Chicano Music Awards.

Photo courtesy of COPAN, Inc.

It's that time of year again, as the popular syndicated radio program, *The Sancho Show,* hosts the Ninth Annual *Chicano* Music Awards. The best *Chicano* musicians will be on stage, while raising scholarship funds for young *Chicanos* and *Latinos* throughout the Southwest. The concert will be held at the Pasadena (California) Civic Auditorium, on May 17, beginning at 8 p.m.

Dr. Daniel Castro, AKA Sancho, broadcasts through the airwaves of *Aztlán* on 89.3 FM, from Pasadena City College each Saturday night from 5:30 p.m. to midnight, and has gained a reputation as the leading *Chicano* disc jockey, who emphasizes education through the program, and entertaining his listening audience with *musica* that cannot be heard anywhere except through *The Sancho Show.* "The program is by *la Raza,* for *la Raza* and of *la Raza,*" said Sancho.

"As a college administrator, I have seen hundreds of young *Chicanos* get accepted to four-year universities; then they could not attend because of finances," said Sancho. "Through the *Chicano* Music Awards, which funds the Quetzalcoatl Memorial Scholarship, we are trying to ensure that money is not the reason young, qualified *Chicanos* do not receive their degrees."

Besides the *Chicano* Music Awards, Sancho has released *The Best of Sancho Volume III,* a CD highlighting the finest *musica Chicana* in *Aztlán.* All proceeds from the compact disc will be converted into scholarships. "These are songs from the community about the community," added Sancho.

Away from the radio program, Sancho is known as Dr. Castro, and is the Provost at the East Los Angeles College Southeast Educational Center. He has a Ph.D. in sociology.

This year's event will feature five *Chicano* bands along with two others who will be honored for lifetime achievement. Last year's awards show raised more than $70,000 for *Chicano* scholars.

Students interested in receiving information about the scholarships can write *The Sancho Show,* P.O. Box 92500, Pasadena, CA 91109. Tickets for the Ninth Annual *Chicano* Music Awards can be purchased at the Pasadena Civic Auditorium and through Ticketmaster. For more information, call (818) 584-4104.

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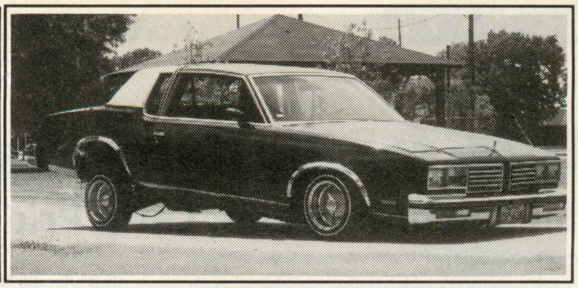

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Down for the Barrio stars Little Joe

Film Celebrates Life, Latin Pride and Lowriders

BY STEVEN CAUDILLO

Tejano film writer and director Cesar Alejandro will join the ranks of other *Raza* filmmakers such as Roberto Rodriguez *(El Mariachi)*, Luis Valdez *(Zoot Suit, La Bamba)* and Gregory Nava *(Mi Famila, Selena)* as one who is destined to capture the hearts of *Raza* audiences with his new film, *Down for the Barrio.*

The film, which opens April 18, stars Tex-Mex music legend "Little Joe" Hernandez, Tony Plana *(Nixon, Born in East L.A.)*, Alejandro and country and western singer Johnny Rodriguez. Featured in the movie are lowriders from Latin Pride Car Club of El Paso, Texas.

Cesar recruited cars specifically from Latin Pride because of their positive commitment to the community. "I like them because they are a very positive group of people," Cesar told **LRM**. Cars featured in *Down for the Barrio* are owned by club members Hector Gonzales, Jr. ('52 Chevy), Luis Ortiz ('49 Chevy), Francisco Perry ('51 Chevy) and club president Hector Gonzales III ('52 Chevy).

"We are taking a risk, and to say to the Hispanic community, let's go to the theater," said Cesar. "We know that the Hispanic community is going to support us a lot." The risk is a $350,000 budget. Further, Cesar is hoping that the film's alternative to gangs theme will be seen as a positive message, and perhaps help change lives and communities.

Down for the Barrio is about how life in the *"barrio"* can change if only we try. A former gang member turned priest, played by the "King of Tex-Mex," Grammy winner Little Joe, convinces the kids to change and to use their natural skills to help save the *barrio.* "In the movie, the bad guys are Anglos, blonde and blue eyed, who die in the end, and then the *barrio* gets saved," said Cesar.

"Hollywood does not know the Hispanic market," rued Cesar. "They don't know how to attack it, and therefore they just ignore it. We need people to die so that they can make a movie about us, like Richie Valens and now Selena." He admits that it is about time that Hispanic moviegoers begin to demand more films with Hispanic characters.

Down For The Barrio is a positive message about changing the vicious cycle of gangs and violence. "We Hispanics can become professionals," Cesar added. "We can become successful and not be in gangs." ✌

Dayton Offers Sponsorship

Free Set of Wheels for Top Contenders

BY STEVEN CAUDILLO

Imagine rolling into a lowrider car show on a set of Dayton wire wheels, a set made especially for your show winner. For a few selected individuals, this dream will soon come true. Dayton is seeking top-quality lowriders from California, the Southwest and the Pacific Northwest to showcase their popular wire wheels. *Wow!*

The sponsorship is not a drawing, but rather a process that will be judged by Barry Nottoli, head of promotions at British Wire Wheel for Dayton. According to Barry, "The sponsorship is limited to lowriders."

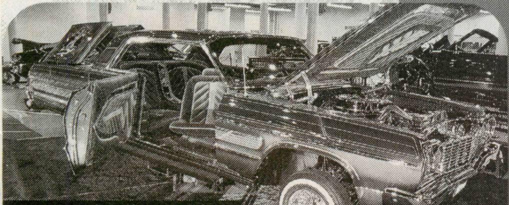
The few who are chosen for sponsorship will not only receive a set of Daytons of their choice, but other promotional items, such as T-shirts and wheel cleaners, available at no cost. The lucky

lowriders will receive enough product to sell and make a few extra bucks to invest in their ride.

All you have to do to enter is submit at least two color photos of your lowrider, a biographical sketch of why you are in the sport of lowriding, a summary of the awards that you have won and a list of the shows you plan to enter this year. You may also enclose magazine or newspaper clippings that feature your ride. (The awards list is of major importance.) The deadline in June 1, 1997.

Remember that this offer is open to everyone in the areas mentioned above, and the best of the best will no doubt make the competition stiff. All submissions should be mailed to Barry Nottoli, c/o British Wire Wheel, 1650 Mansfield St., Santa Cruz, CA 95062. No phone calls accepted. Simply submit your package and wait for a call from Dayton.

What set of Daytons can you expect to receive if you win? "Anything in the current Dayton line," said Barry. "As long as it fits on your car properly."



Jose Gomez' legendary "Tantalizer" rides on Daytons, so can you.

Don't Send that Lowrider to Japan!

Controversial Lowriding Legend Terry Anderson Speaks Out

BY PAIGE R. PENLAND

Photo by Elliot Gilbert

"It's just the wrong thing to be happening," says Terry Anderson, an OG cruiser featured in **LRM**'s "Legends of Lowriding" series. "I don't blame the Japanese for wanting these lowriders, but this is our American heritage, our way of fixing up cars! Let's not sell them all."

Terry is known not only for his high-hopping hydraulic setups and innovative power windows, but also for his outspoken political views. For the last 10 years, he has watched helplessly as some of the Southwest's most notorious lows, including **LRM** cover cars like "Tropical Punch" (**LRM**, January '96), and "Freshly Squeezed" (**LRM**, June '94), also featured in the hit movie *Friday*, as well as legendary cruisers like "Gangster of Love" (**LRM**, May '90; Best of **LRM** I) are bought up by Japanese car collectors. With these irreplaceable exports leaving the country at alarming rates, Terry finally had to speak out.

"It's not just lowriders," Terry complains. "They're buying hot rods, antique cars, competition dragsters, Harley Davidsons–everything." But, unlike other automotive artistry, lowriders are lacking local collectors, red-blooded Americans committed to preserving the finest examples of other types of rides. But these people just aren't interested in lows.

"Lowriders just don't have the same stigma in Japan as they do here," he explains. "Most of the people in the United States with money are White. These collectors think that only Hispanics or Blacks will want to see these cars." As a result, automotive museums generally lack the lustrous lows that need to be a part of their collection. Private collectors in Japan, however, armed with a strong economy, are buying up lows in record numbers. Some, like "National Treasure" (**LRM** cover car for March '97), are even made to order according to the collector's specifications.

So, what can be done to stop the rest of our lows from leaving the "Land of the Free?" "I don't have a solution," Terry admits. "It probably won't stop until the Japanese market levels out." Until influential American collectors begin to recognize the value of legendary lowriders, making owners equally enticing offers and a promise that their low will stay in the States, it is up to each individual lowrider to make a decision. To sell out, or not to sell out—that is the real question.

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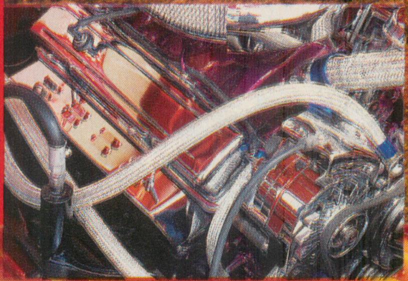
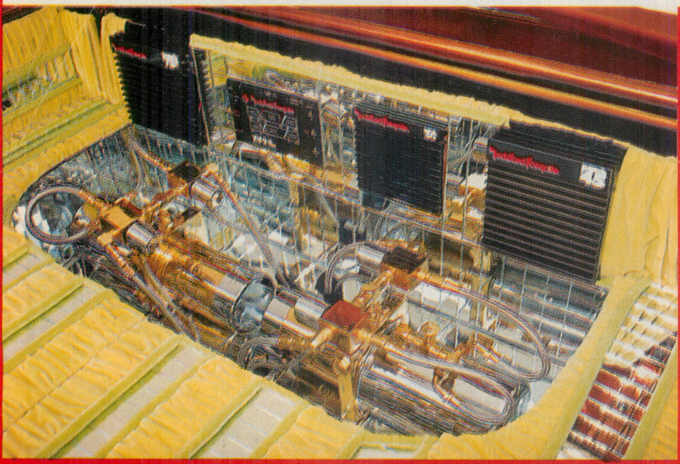
Dayton WIRE WHEELS SINCE 1916

What, exactly, does it take to make the cover of *Lowrider* Magazine? Everyone has their own ideas. Some believe that you need a turntable car; a ride that hasn't seen the road since it rolled with that first owner, that little old lady who only drove it on Sundays. Others will tell you that it takes tons of cash, far more than the average cruiser can afford; tens of thousands of dollars poured into a mobile money pit of gold and chrome. Only the finest artisans, the most famous painters and truly immaculate installation technicians could possibly be involved in an **LRM** cover car, right?

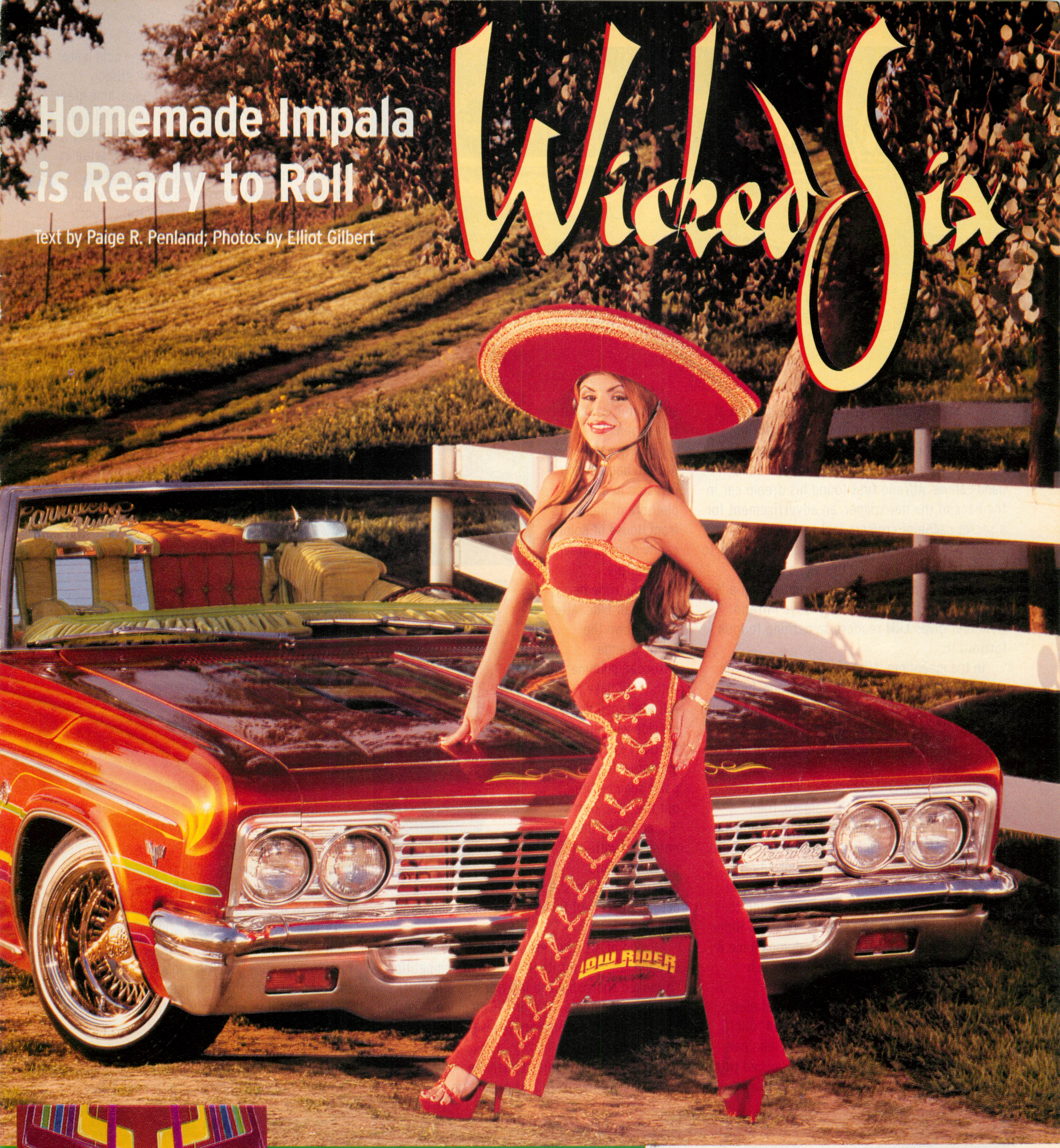




Wicked Six

Homemade Impala *is* Ready to Roll

Text by Paige R. Penland; Photos by Elliot Gilbert



Model: Dazza

Wrong. Maybe most of those rides gracing your collection of back issues broke the banks of the builders, but this excellent example of the Lowrider Movement is different. "I spent a lot of money building '72 Rag' [**LRM**'s Lowrider of the Month in July '94] and I couldn't really do that again," explains Alfredo Figueroa of Merced, California, and a member of Carnales Unidos C.C. "So, when I found this '66, I decided to try and do everything myself."

With the exception of the chrome, dipped at Wicked Wire Wheel in Los Angeles, California, every inch of this incredible vehicle has been transformed into a lifted legend by Alfredo's hands alone. Alfredo first found his dream car in the back of the newspaper, an advertisement for a secret cache of cruisers just rusting away in the mountains, waiting for a hardcore lowrider to rescue them. "I picked up the '66, a nice '65 convertible Impala I plan to customize, and a '65 four-door, for parts, of course," says Alfredo. Well, that gives **LRM** readers something to look forward to.

In the meantime, Alfredo got to work on the sleek hardtop. A drywall hanger by trade, he nevertheless has plenty of experience cleaning up a cruiser. After knocking out the dings and dents and massaging away any rust spots acquired in the mountain rain, Alfredo realized his ride was something special. He dropped in a Chevy 350-c.i.d. engine, lifted from a '72 Camaro, then cleaned up the engine 'til it purred like a lion. He fired that old Impala up, and it was time to cruise.

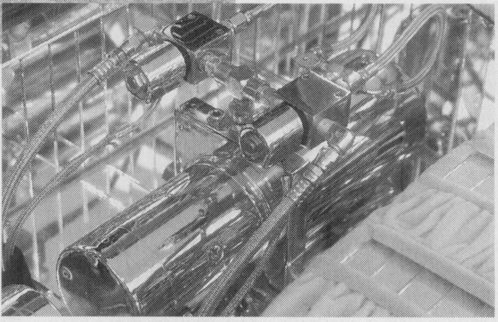
The first stop was Low Rider Hydraulics, where they hooked him up with a setup sweet enough for competition, but tough enough to keep 'em blushing on the streets. Two Low Rider Hydraulics pumps and four Delta dumps juice 8-inch cylinders all around. Three deep-cycle batteries are strategically hooked up for maximum power. Alfredo, of course, installed them himself, then hit the strip with all four switches in motion. When you see a clean car dancing on the cruise, bodylines smoothed with plenty of primer in preparation, you know something is about to happen.

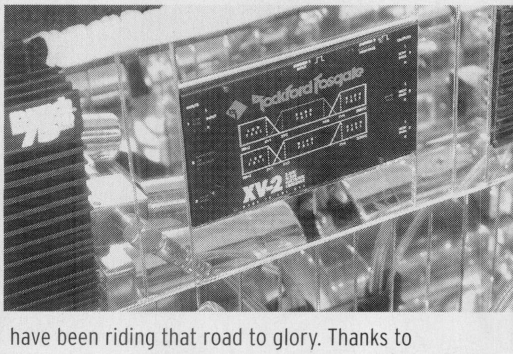
And it was. Alfredo had already invested in a plethora of pigments from House of Kolor–candy orange, green, gold, purple, magenta, wine berry and cobalt blue. After laying down the candy orange basecoat, shimmering with metalflake, Alfredo taped down his ride with an eye for body lines and emblems. The wicked paint scheme brings out the best in this '66, and is further enhanced with pinstriping and airbrushed accents. Not bad for a backyard job–actually, excellent for even the finest painters to pull off.

Proud of his new ride, Alfredo drove his low up to San Francisco for its first taste of competition. "It looked sharp, but the interior was still stock," Alfredo remembers. "It didn't even place." "Wicked Six," as the car became known, was due for a few more modifications.

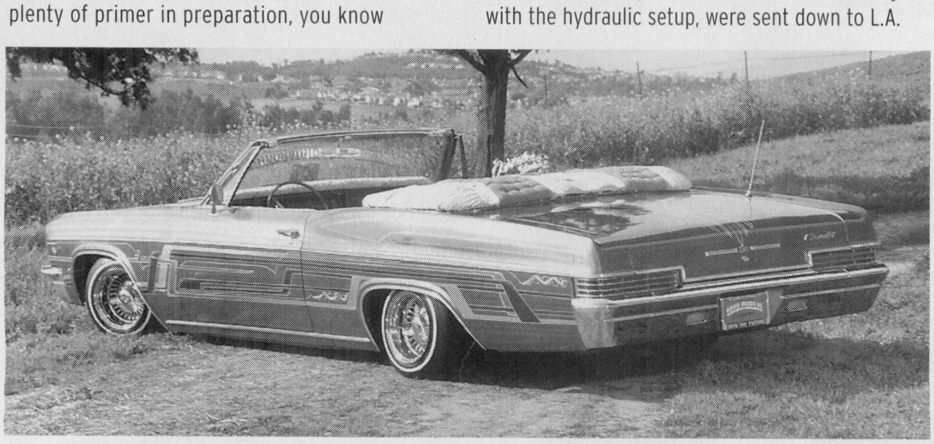
First, several goodies under the hood, along with the hydraulic setup, were sent down to L.A. for Wicked Wire Wheel to chrome and gold plate. While he waited for them to return, Alfredo invested in yards and yards of orange, lime green and yellow velour, to match the ride's wild paint. A plush pile of biscuits and pleats cover custom-made seats, setting off the competition setup in the trunk and surrounding an RCA TV for his *carnales'* viewing pleasure. Stashed throughout the car are a Sony cassette deck, three Punch amps, a Punch crossover and four tweeters, two 5½-inch Kicker mids and two 15-inch Kicker woofers, just to announce to everyone around that Wicked Six is ready to roll.

All of Sacramento had to hear him coming when Alfredo cruised into California's capitol, the *placa de* Carnales Unidos flying proudly. Without his sponsor, Wicked Wire Wheels–who came up with the triple-gold 13x7 rims he was rollin' on–his wife, Angelica, and family, and especially all of his brothers, Wicked Six wouldn't have been riding that road to glory. Thanks to these people and many more, Alfredo cruised back to Merced with a First Place trophy for Best Mild Custom riding shotgun.





When you watch the winners roll off into the sunset, or are simply salivating over **LRM**'s cover cars, you may find yourself wondering whether your ride will ever make the grade. Coming in at just $5,000, a low like Alfredo's is proof positive that you don't need to be independently wealthy or a professional mechanic to build your dream car, or even get it on the cover of *Lowrider*. All you need is the determination and drive, and commitment to the Lowrider Movement, and you too can cruise with the best of them. ✌



TECH*SPECS*

Wicked Six

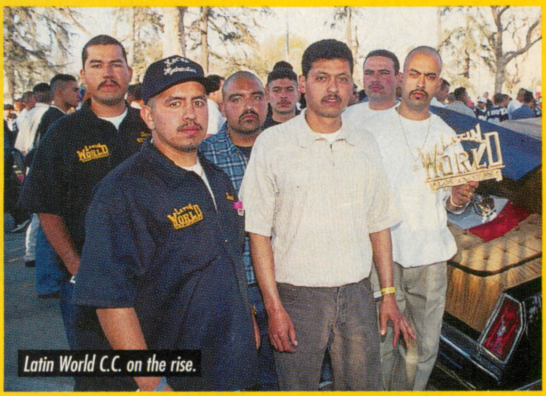
Owner	Alfredo Figueroa
Vehicle	'66 Chevy Impala
City/State	Merced, California
Club	Carnales Unidos
Engine	Chevy 350-c.i.d.
Setup	Two Low Rider New Style pumps, four Delta dumps, 8-inch Low Rider cylinders
Tires	155/85-R13 Roadmaster
Wheels	Twisted 13x7 Wicked

History Tour

The Miller Lite girls gave out washable tattoos and key chains.

Jerry Lamm won Street Car Dance with his Lugo's-built Monte.

Here's a champagne gold Malibu owned by Alfredo Sanchez.


Latin World C.C. on the rise.

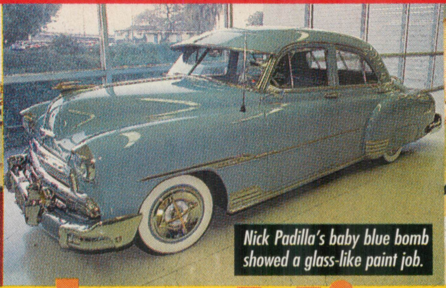
Heather hooks up with a red Nissan 300 ZX from Illustrious C.C.

The Amigos C.C. rolled out this mean gold '84 Regal owned by Chiquito.

Frank Rivas of Alliance C.C. wore his heart on his ride.

Dino Hernandez' '48 Stylemaster is a real "Bomb Threat."

Epstein's '39 Chevy panel delivery speaks for itself.



Nick Padilla's baby blue bomb showed a glass-like paint job.

Here's a beautiful '39 Master Deluxe.

Los Angeles History Tour

Roy Martinez' orange Honda Accord from Rapture C.C.

An '83 Monte Carlo up on three wheels.

Johnny Griego's three-wheelin' '62 SS from Venice, CA, with Paulina Acero.

Dodge displayed a customized Neon Coupe.

Dayton Wire Wheels raffled off a set.

Gabe Robles' '65 Buick Skylark is "Simply Seductive."

If anything came out of this show to set it apart from all of the other kickoff shows, it's that this seems to be the year when the "youngbloods" (newer clubs) and the "lone wolves" (individuals) will be gunning for top honors in a way never seen before. A random stroll among the show grounds provided some insight into the competition at kickoff time.

Jesse Marquez, president of Desirable Ones C.C., one of the more creative clubs in the Movement, described his club's commitment to this year's tour. "We're waking up this year," said Jesse. "We've decided that no matter what we've done in the past, get our cars in **LRM,** win whatever awards

Continued on page 36

The Valvoline motor oil booth ran smoothly.

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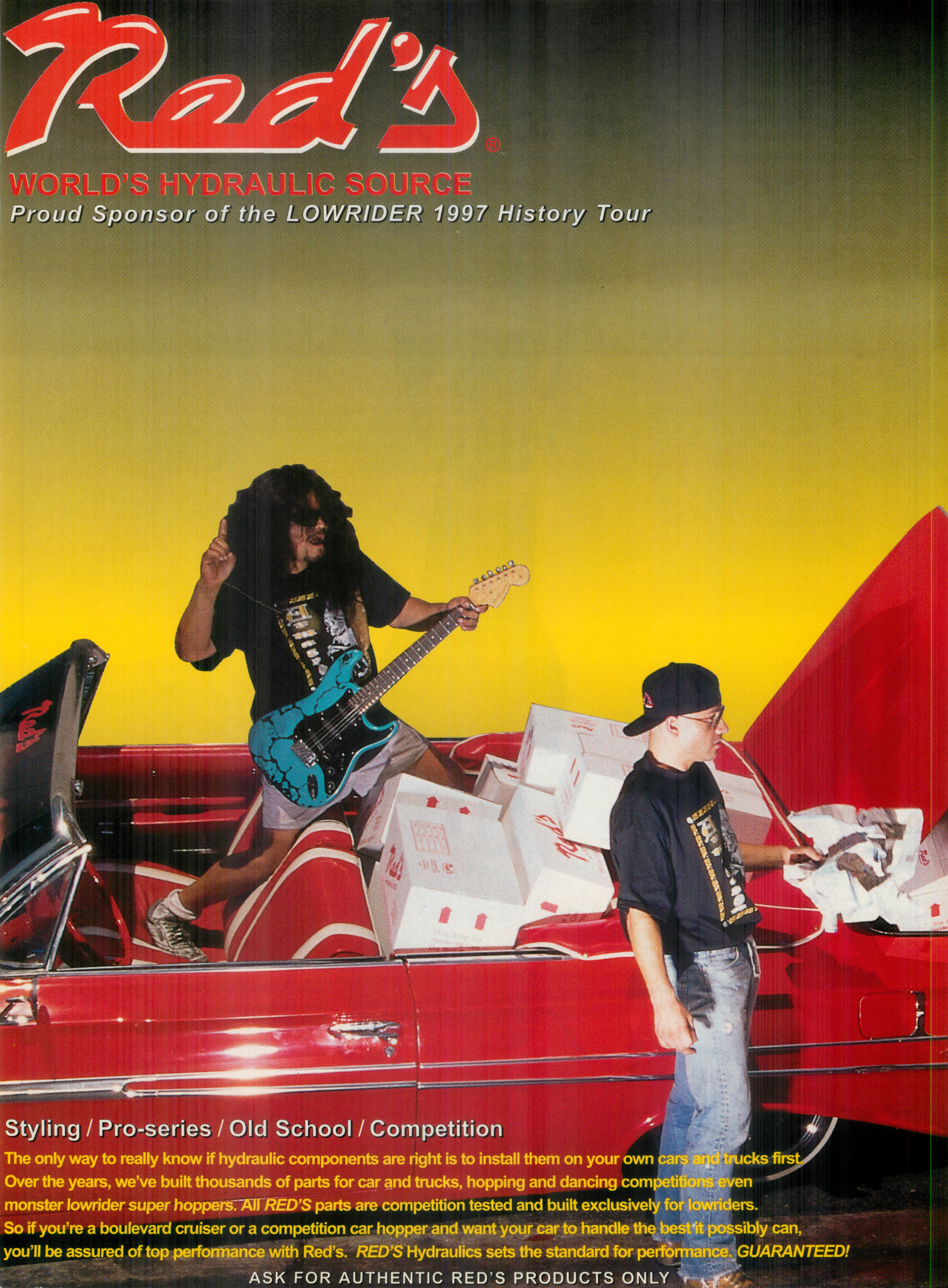
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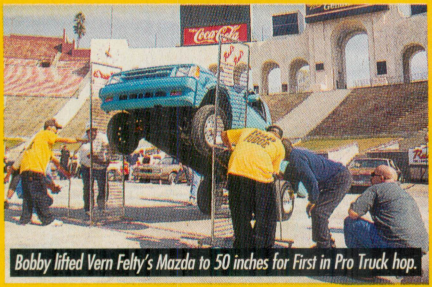
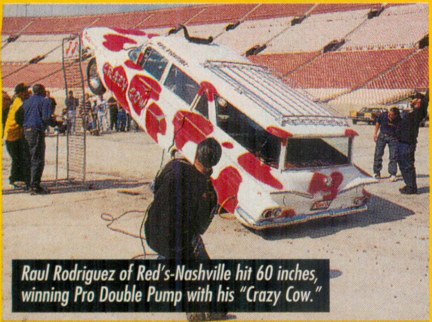
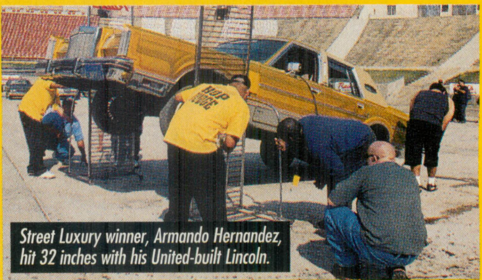

Bobby lifted Vern Felty's Mazda to 50 inches for First in Pro Truck hop.

Hop competitors mugging for the camera.


Raul Rodriguez of Red's-Nashville hit 60 inches, winning Pro Double Pump with his "Crazy Cow."

Raul Gomez of Lugo's hit 40 inches for First in Pro Luxury hop.


Street Luxury winner, Armando Hernandez, hit 32 inches with his United-built Lincoln.

'97 HOP & BED-DANCE SERIES L.A. OPENER

TEXT AND PHOTOS BY DICK AND CINDY DE LOACH

Thousands of eager hydraulics fans—hungry for hop action after a winter without—filled the grandstands around the outdoor hopping arena at the L.A. Coliseum to see the kickoff of *Lowrider* Magazine's 1997 Hop & Bed-Dance Series, sponsored by Red's Hydraulics.

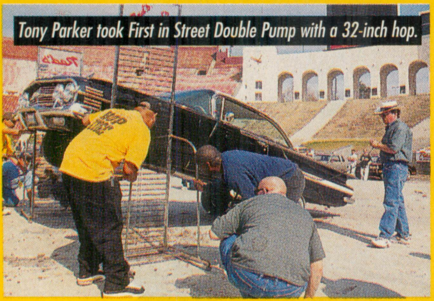
Vehicle inspection and judging (under the '96 **LRM** Rules until the San Diego Show, March 9) was coordinated by head judge Art Tuason of Hopp-O's, with Mando from Hi-Low, Joe from United, Gary May and David Marquez and a team from Groupe CC-Inland Empire assisting on the sticks.

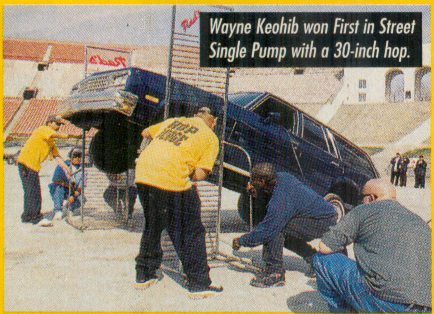
In all, nearly 30 contestants signed up for the competition by the 9 a.m. cutoff time with no hassles. Plus, to help eliminate last-minute entries, numbers were drawn for each class to determine the order in which the vehicles compete. "This practice will be used from now on," said Art. "So there's no reason to wait 'til the last minute before registering."

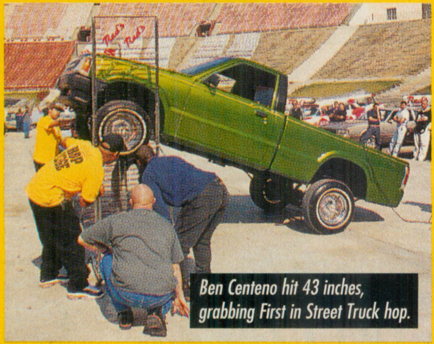
Pro heavyweights on hand included Double-Pump champion Raul Rodriguez of Red's-Tennessee with his freshly painted "Crazy Cow," Single-Pump Car Hop champion Mando Nuñez of Hi-Low, Efrain Lopez of Red's-Long Beach with the "Grim Reaper," Truck Hop champion Bobby Landrum of Red's-Kentucky, Luxury and Car Dance champions Raul and Augie Gomez of Lugo's and Radical Bed-Dance champion Sal Muñoz and his "Wicked Bed" Datsun, to name a few.

Street-class competitors like '96 Truck Hop champ Carlos España, Single-Pump hopper Tony Parker, Luxury champ Armando Hernandez and Street Car-Dance champ Jerry Lamm, added to the action while talented newcomers such as Ben Centeno and Wayne Keohib, walked away with First in their respective classes. After the competition was over, a wild exhibition by Red's Super Car Dancer the "Black Widow" with David Lopez on the switches concluded the show.

Because of the new '97 rules and points system beginning March 9, no records were broken at the season opener, but good performances in every class set the "baseline" for the rest of the Tour. If this was any indication of what's in store for '97, we'll certainly have an exciting season and see several records set and broken during our History Tour. Next stop: Jack Murphy Stadium in San Diego.


Tony Parker took First in Street Double Pump with a 32-inch hop.


Wayne Keohib won First in Street Single Pump with a 30-inch hop.


Ben Centeno hit 43 inches, grabbing First in Street Truck hop.

Raul Gomez of Lugo's took First in Pro Car Dance.

Red's® Scoreboard

LOS ANGELES WINNERS

Radical Bed Dance: Sal Muñoz, 29 pts.

Pro Car Dance: Raul Gomez, 25 pts.
Pro Truck Hop: Vernon Felty, 50"
Pro Single Pump: Red's—Long Beach, 47"
Pro Double Pump: Red's—Nashville, 60"
Pro Luxury: Luis Mascareno, 40"

Street Car Dance: Jerry Lamm, 27 pts.
Street Truck Hop: Ben Centeno, 43"
Street Single Pump: Wayne Keohib, 30"
Street Double Pump: Tony Parker, 32"
Street Luxury: Armando Hernandez, 32"

Sal Muñoz won Radical Bed Dance with his "split-personality" Datsun.

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Continued from page 30

we've won, this year, we're going to come up with some 'Sweeps' winners along the way."

Willing to "talk the talk" and "walk the walk," Jesse has kept working on his already **LRM**-featured mini that won Third Place last year. He's added a beautifully chromed 4Runner rollbar, "suicided" the hood and tailgate, and added a grille and a new bumper, while reconfiguring his already beautiful hydraulic installation. This major facelift is only one of the "tricks" that Jesse has planned for what he considers his competition from Elite C.C. "Look out for Mando and Noe's mini," warned Jesse. "They're looking to also give everybody some serious nightmares for the rest of the season. We want this to be our year for the top awards."

Paul Toma, from the three-year-old Legends Car Club of Riverside, California, is last year's Third Place Bomb Sweepstakes winner and he's looking to upgrade his position this year. Paul was secretive on what he's got planned for this year. Paul would only say, "We've got some surprises planned, maybe an engine swap, but I'm trying to move up from last year. Everyone will see my plans at the Super Show on September 28."

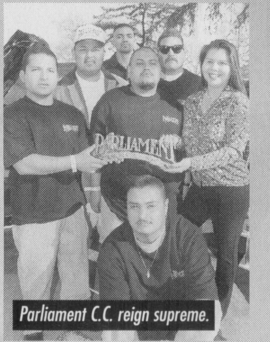
Frank Rivas of Alliance C.C. owns the '90 Mazda mini-truck that "greeted" the crowds entering the rotunda of the Sports Arena. His was just one of the few radically customized minis that are poised to win the top awards. Said Frank, "Even though the truck seems finished, I've still got lots of plans for it. You won't recognize it come Super Show time." His mini is covered with murals and an interior with angel wings that stopped the "shutter bugs" in the arena. "Look out for us this year," said Frank. "We've got a red mini with a side-tilt bed with glass and velour in the interior that's also one to look out for this year. We're a newer club, but this year we're going to get ours."

Nick Padilla, an independent from Bellflower, California, who sometimes rides with the South Bay Pharaohs, showed his 16-year-project, a Chevy bomb. Nick's aspirations are more modest than that of others. "I'm just happy to have finished the car and be here," admitted Nick.

The owner of Hi-Low Hydraulics, Mando Nuñez, is also a member of Desirable Ones, and his Nissan Hardbody is back on the show circuit with new paint and interior. Mando's engine tricks and his state-of-the-art hydraulics system is just the beginning of his plans for the year. "The car has a show system hydro setup, but it also lifts off like a Saturn 5 rocket," declared Mando. "Our club is planning on coming up again this year. Look for Louis' '60 and '64, and Alex's '61. They all have hot rod-type engines. That's our club goal this year; we want cars that are powerful and look great."

Brent Calvert's latest modified version of his '89 Honda Accord, "2 X-Treme," used to be a hardtop until he got the idea of cutting the posts and the windshield. New Roadster wires and performance tires make Brent's Euro tough to beat.

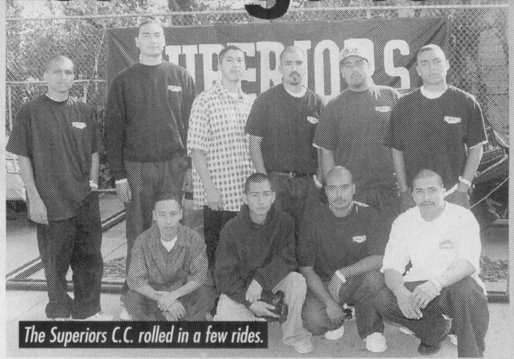
What other clubs and cars did we encounter on the grass in L.A.? Rapture C.C. from the San Fernando Valley were highly organized. The Rapture men sported matching shirts and they lined their parking row with a couple of candied Astro Vans, along with several rides worthy of close inspection. "We've been going strong for about a year and we've hit every show with plans to not fade away," said club prez Roy Martinez, who himself customized an '89 Honda Accord and professionally paints cars from his garage in the Valley.

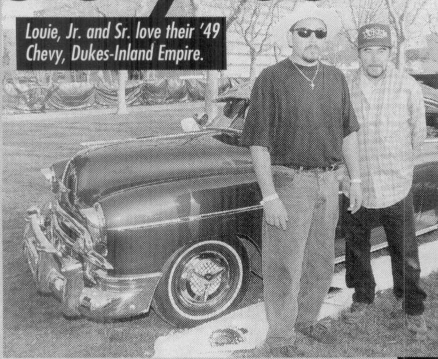


Parliament C.C. reign supreme.

Just Clownin' C.C. from West L.A.

Los Angeles History Tour


The Superiors C.C. rolled in a few rides.


Louie, Jr. and Sr. love their '49 Chevy, Dukes-Inland Empire.

Lowriders cruise on BFGoodrich tires.

The Classic Memories club all showed their rides outside.

Car and bike club but, most of these cool guys own lowrider bikes.

Poor Side of Town C.C. from Ventura Co.

The Classic Memories lineup.

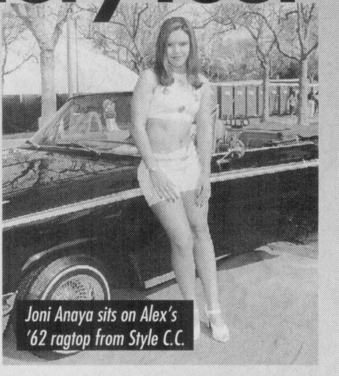
Los Lowriders que saben usan...
Valvoline
DURABLEND
SEMI-SYNTHETIC
SAE 10W40
MOTOR OIL
TURBO APPROVED
1 U.S. QUART (.946 LITERS)
El que sabe, sabe y usa Valvoline.

Pure Pleasure Car Club from the High Desert.

Royal Image C.C.-SoCal chapter.

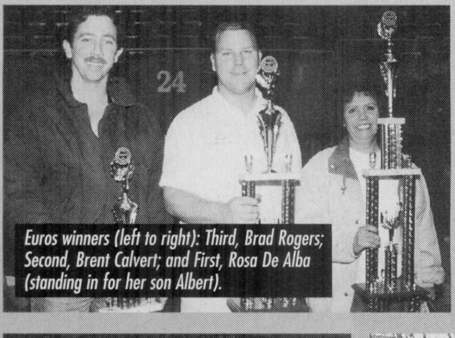
Los Angeles History Tour

Ralph and JoJo Cruz commemorate the late Genaro Cruz and his '80 Malibu wagon.


Joni Anaya sits on Alex's '62 ragtop from Style C.C.

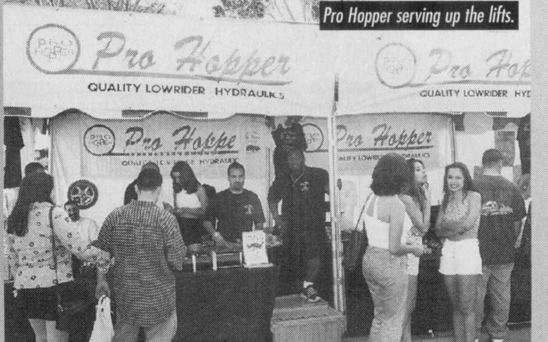
Bike Sweepstakes winners: First, Danny Castrellon; Second, Enedino Pelayo, Jr.; and Third, Walter Lopez.

Bomb winners: First, Thomas "Whitey" Neilly; Second, Paul Toma; and Third, Conrad Garcia.


Euros winners (left to right): Third, Brad Rogers; Second, Brent Calvert; and First, Rosa De Alba (standing in for her son Albert).

Car Sweepstakes winners: First, Peter Tapia; Second, Alfonso Cabral; and Third, Diego Segura.

Truck winners: First, Jesse Marquez; Second, (a stand-in for) Richard Acosta; and Third, Mando Nuñez.



Pro Hopper serving up the lifts.

To honor the longest-lasting clubs, **LRM** has been writing about clubs with 20 years or more of history, but we also know about the boys from Latin World of L.A., who are still on the boulevard under a solid *viente*. Eight-year veteran Hector Perez joined the club when he was just 18 and, now at 26, he's the president of a club that has been around since 1982 and accounts for about 20 family-oriented members.

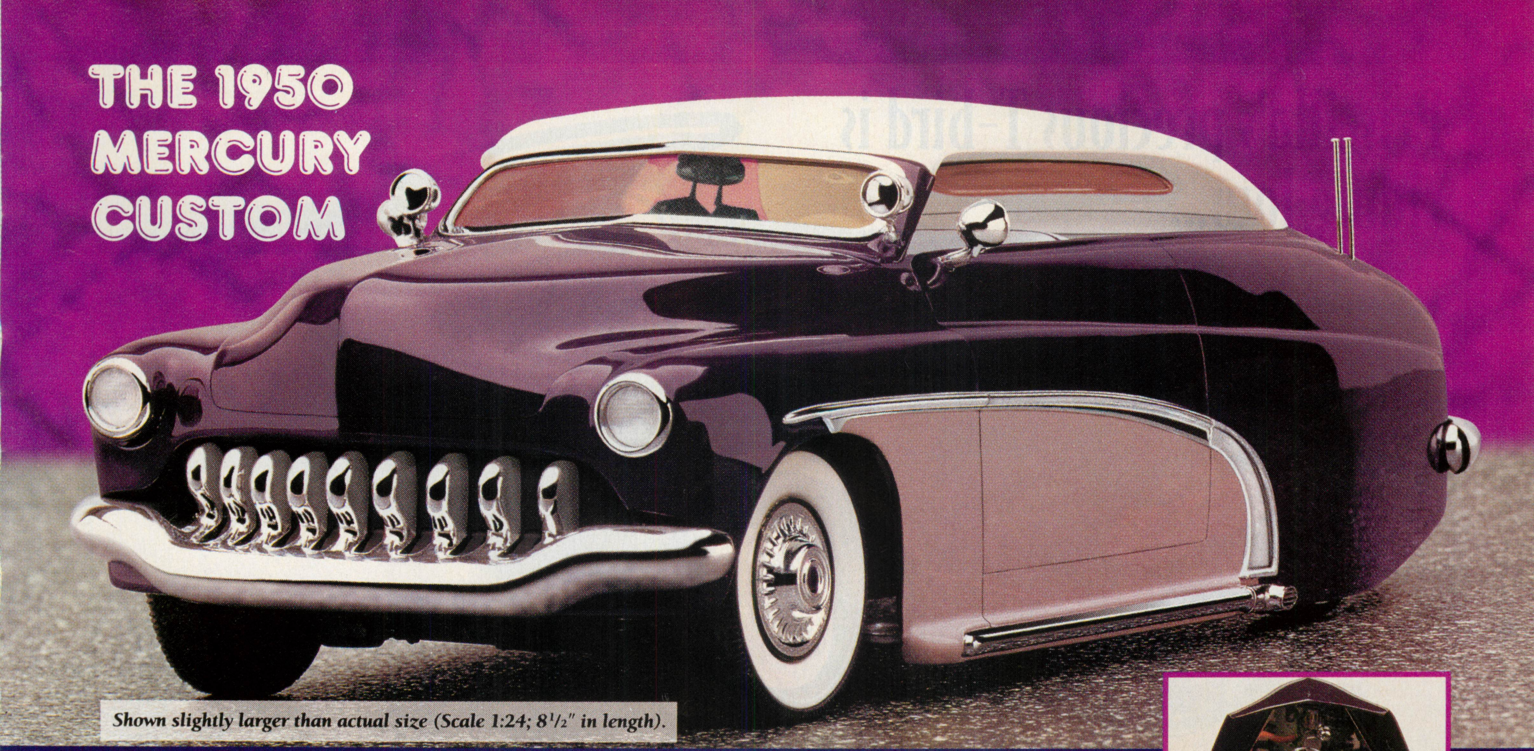
"We hold our meetings at a hamburger stand on Imperial and Atlantic (Angelo's Burgers)," quipped Hector, who also let us in on the latest news concerning another chapter. "Our members are from all over L.A., Long Beach and Compton," he said. "Recently, we started up another chapter in Bakersfield, which means that we're growing." Expansion is good for clubs, especially when they inherit automotive lowrider knowledge from such cruising pros as Latin World.

The rest of the show featured some high-quality rides from clubs like One Bad Creation, Pure Pleasure, the Superiors and many others, who even now are making history by being involved in such a positive culture. But Go-Lo Entertainment made the show more exciting by hiring the best live acts to perform inside the Sports Arena for the "Latinpalooza" concert. The Ghost Town DJs stepped on stage to sing their hit, "My Boo," before oldies legend Brenton Wood (the "Oogum Boogum Man") and his all-star band took the stage donning classic zoot suits just like in years gone by.

Enough time has gone by for the Lighter Shade of Brown duo (Robert and Bobby) who reunited at the Sports Arena to jam their best hits from the '80s. What got the crowd jammin' were raps like "Sunday Afternoon," "TJ Nights" and "Latin Active." Riding the tide of history were last year's hit makers L.A.D. with "Ridin' Low." And, how can the girls resist Thump recording artist Slow Pain as he rapped on stage wearing a Dallas Cowboy football jersey?

LRM witnessed lots of pride among clubs and individuals both old and new. At L.A., the lowrider "buzz" was about showing strong and influencing others with the shear quality of the rides. It was also about maintaining positive attitudes.

After 20 years of celebrating the lowrider lifestyle and showcasing the very best cars in the Lowrider Movement (if not the very best looking cars in all of the automotive restoration industry), we're not about to stop for anything! This year's History Tour is already on the "go," with the first stop at the Los Angeles Coliseum already history!



Shown slightly larger than actual size (Scale 1:24; 8½" in length).

A meticulously engineered die-cast metal model—hand-assembled from over 180 precision parts.

Start with a '50 Mercury, one of the most beautiful cars ever to come out of Detroit. Shave the nose and rear deck until they're as smooth as a cue ball. Chop the top to get that low and mean look. "French" the tail lights by recessing them in the body work, and then add a pair of chrome-tipped "lakes pipes" and a "maneater grille" for the proper bad-attitude. The *1950 Mercury Custom* has all the swagger and style of the original that inspired this dazzling model.

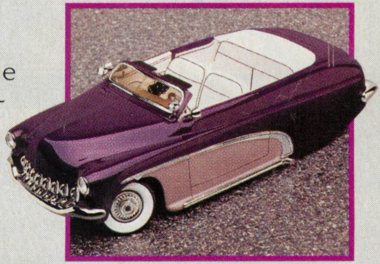
Amazingly detailed!

The model is crafted from over 180 precision parts in the large 1:24 scale. All major components are die-cast metal. Much as if it were a full-scale custom vehicle, over 120 separate steps are required to create the refined look of this model — including electroplating and careful masking — before it is individually hand-waxed to a show-ready finish.

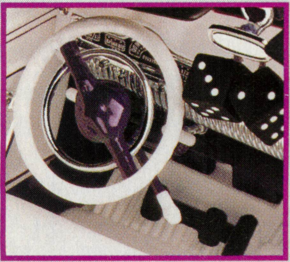
The 1950 Mercury Custom is available from the Danbury Mint at just $104, payable in four monthly installments of $26*. To order, send no money now. Return your Reservation Application today!

*Plus any applicable sales tax and $1.25 shipping and handling per installment.

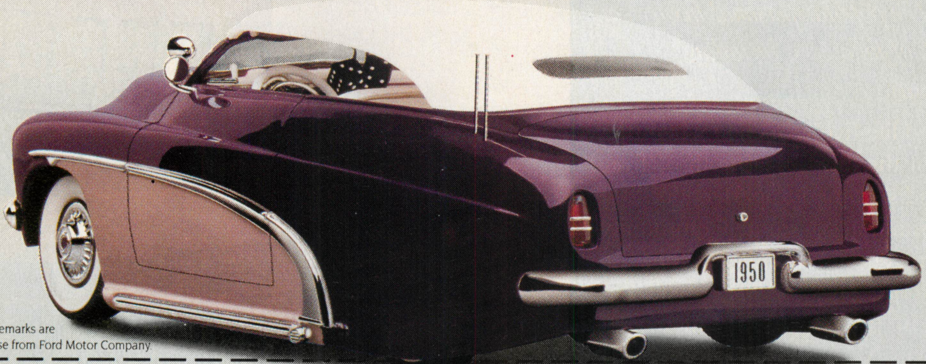
Hood is mirror-lined to show off the customized engine.



Remove the convertible top to reveal the custom upholstery.



Custom interior is complete with "fuzzy dice."



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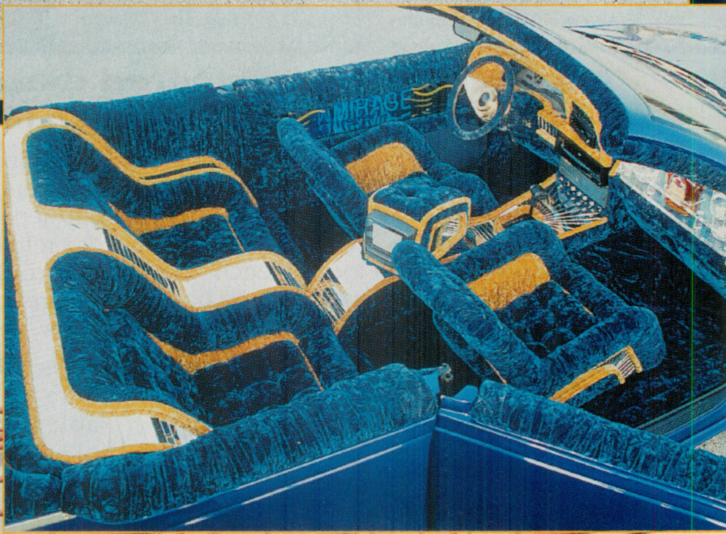
Allow 2 to 4 weeks after initial payment for shipment.

2381ELR2

Priscilla's precious T-bird is riding low...

...and flying high.



BLUE BIRD

TEXT BY JEFFREY RICK; PHOTOS BY NATHAN TRUJILLO

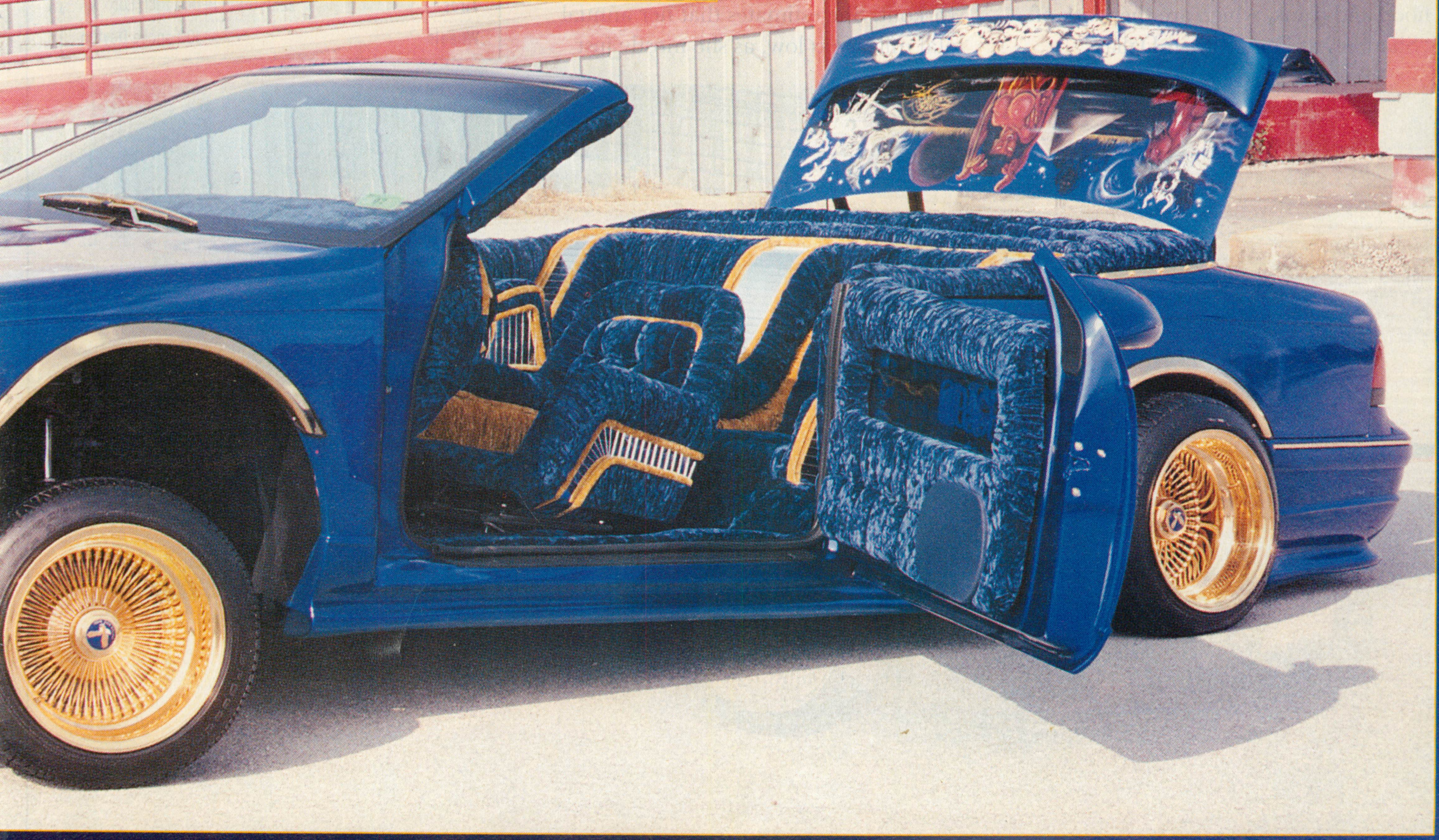
One of the most powerful symbols to the ancient Native American inhabitants of the Southwest was the thunderbird, described as "the sacred bearer of happiness unlimited." That description still holds true today for drivers of the Ford Thunderbird. The popular personal luxury car continues to attract a growing flock of followers, including Priscilla Zambrano of Dallas, Texas.

Priscilla's low-flying '89 came to life five years ago when the 19-year-old student got the bug for the 'bird. During those five years, her T-bird was chopped and slammed to perfection. Now 24 and a nurse/medical assistant at Mesquite Community Hospital, Priscilla has a car exciting enough to quicken the pulse of her patients.

The T-bird project received a lift (literally) from Luis Morales at E.M. Customs in Dallas. Never one to refuse a lady in need, Luis was more than happy to oblige Priscilla's request for juice. Luis hooked up an all-Red's Hydraulics system with two pumps, two dumps and 8-inch cylinders all around, and then installed the four-switch box so that Priscilla could activate the moves to her heart's content.

Another Luis at E.M. Customs, Luis Moreno, was entrusted with the multiple body mods, which, in this case, were fairly extensive. Luis got out his saw and grinder and chopped the roof to create a very rare topless T-bird. He also expertly suicided the doors and shaved the door handles.

Model: Elvia Marie Castro Quiroz



Blue Bird

Priscilla knows that the most visible phase of a car customizing operation is the paint, so she only wanted the best for her 'bird. With that in mind, she drove on down to Art's Paint and Body in Dallas,

With a 'bird this bad, soaring above the crowd just comes naturally.

where Arturo whipped out his airbrush and shot the trick T-bird with royal blue candy. Adding to the car's visual appeal are demonic fantasy-style murals on the hood and trunk, which are the work of "Shadow" at DoneRite in Dallas.

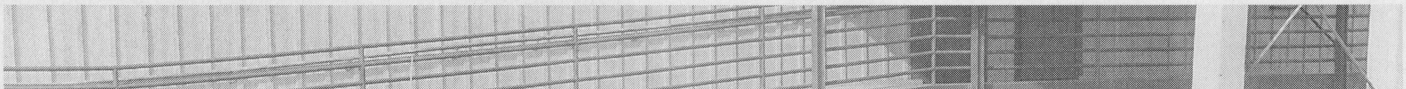
The interior of Priscilla's T-bird is particularly plush. Emilio at Emilio's Trim in Dallas covered the entire interior, including custom-made seats, with wrinkled blue and gold velvet, contrasted by cut-mirror panels. The list of extras includes a Grant steering wheel, a bar installed in the dash, a Sony TV mounted on the console, a Kenwood sound system with Lanzar speakers (installed by Steve at Stereo Express in Dallas) and neon in the door panels spelling out Mirage, the name of Priscilla's car club.

Gold fender trim accentuates gold 100-spoke Dayton wire wheels wrapped with BFGoodrich Euro T/A rubber. Not that Priscilla gives the rubber much of a workout. She estimates that her annual total mileage is low, as she mostly just drives it to Texas car shows, primarily those in Dallas. She has been rewarded for her efforts, too, having won numerous First Place trophies against stiff Texas competition. But, with a 'bird this bad, soaring above the crowd just comes naturally. ✌

TECH*SPECS*

Blue Bird

Owner	Priscilla Zambrano
Vehicle	'89 Ford Thunderbird
City/State	Dallas, Texas
Club	Mirage C.C.
Engine	Stock 6-cylinder
Setup	Red's: two pumps, two dumps, 8-inch cylinders
Tires	225/50-R15 BFGoodrich Euro T/A
Wheels	100-spoke Dayton



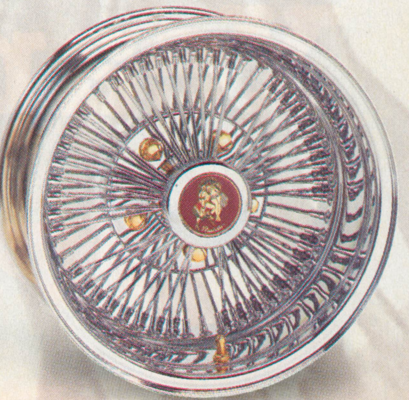
Roll on the Best...

"Dually Front"-17x8"

"Phantom Dually Wheel"-
One 17x14" wheel for rear!

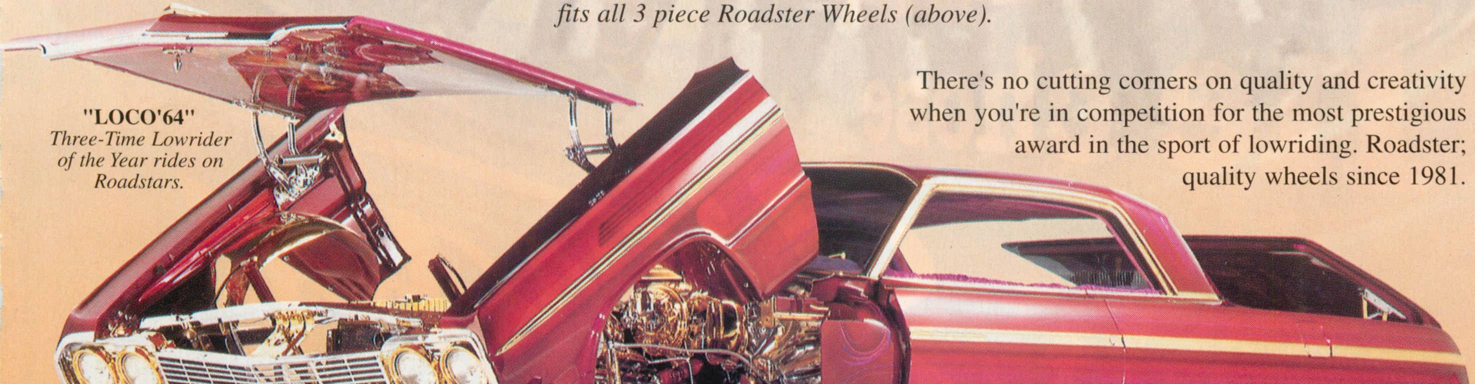
"3DS"

"Spider"-100 spoke wheel.



"Galaxy"-90 spoke two-piece wheel.

"Billet Bullet Cap"- Shown below
fits all 3 piece Roadster Wheels (above).



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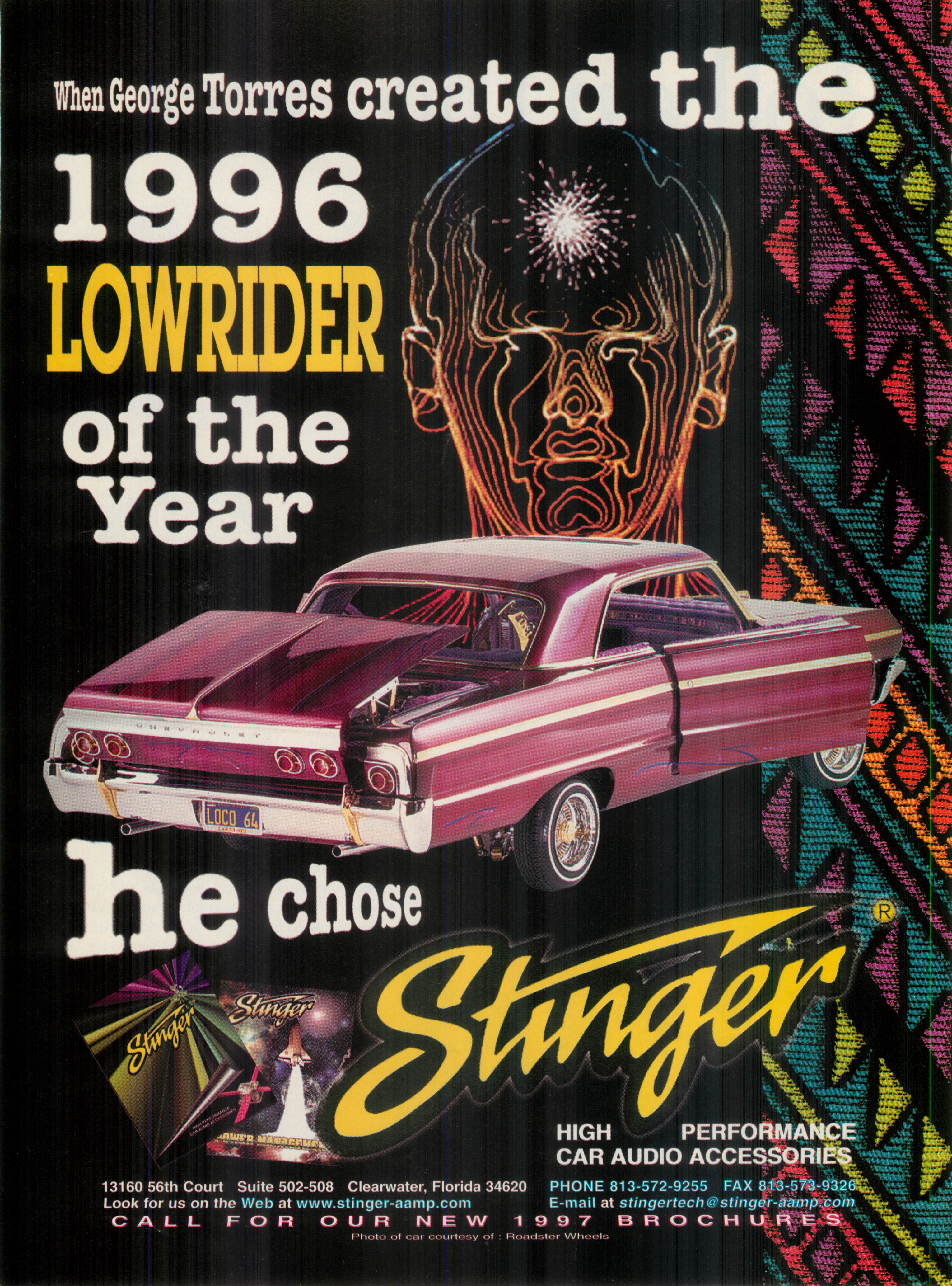
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Photo of car courtesy of : Roadster Wheels

LOUD STEREO CH 1

'97 CAR AUDIO GUIDE

HEAD UNITS

Audiovox AV-340

Detachable-face digital AM/FM/MPX radio with locking fast-forward/auto-reverse cassette player; LED readout; FM local/distance and stereo/mono switches; electronic up/down volume control and front panel CD/aux input jack.

Blaupunkt 5-Series

Thumb-operated "Thummer" remote control operates the world's first car stereo tuner/timers, including the Las Vegas AM/FM/CD receiver (pictured), three other in-dash stereos and a 10-disc remote CD changer; all models deliver 35Wx4 and have detachable faceplates.

Rockford Fosgate RFX Group

Includes full-featured AM/FM/cassette player, AM/FM/CD player and a wireless remote controller; 8.5-volt output with 50 Ohm impedence; external audio output; signal processor loop; smart on and pulse control output.

JBC EX-506W

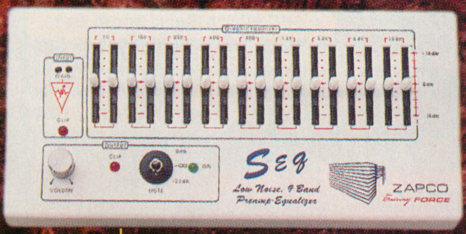
Wood grain panel AM/FM/cassette tuner, from Express, includes detachable face; 38Wx4 power; Tanashim tape mechanism; auto reverse; electronic seek/scan tuning; cellular mute button; CD output and LCD clock.

CD CHANGER

Compact, remote control 10-disc CD changer includes dash-mounted control unit with back-lit LCD display; forward/reverse/track/disc search; 8x oversampling digital filter; plays through existing car stereo; optional wireless remote control.

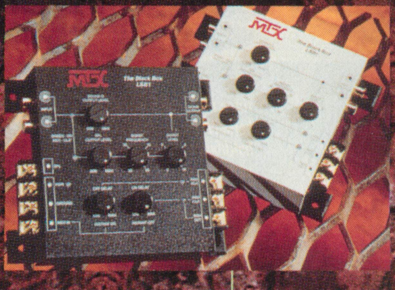
Audiovox P-155

CROSSOVERS/EQ



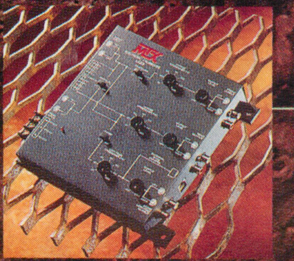
Zapco SEQ

Electronic equalizer features 18 bands of 18 dB boost/cut; master volume control using potnetiometer; input and output clipping indicators; on/off 22 dB mute switch with de-thumping circuitry; variable gain input controls; available in black, white, 24-carat gold and chrome.



MTX LSX1

Two-way electronic crossover features continuously variable lowpass/highpass outputs; 18 dB/octave slope; 100-Ohm output impedance; continuously adjustable crossover points; mono lowpass output and optional external bass control for subwoofers.



MTX LSX-2

Two-channel, three- or four-way electronic crossover with continually adjustable highpass and lowpass outputs; 18 dB/octave slope; 100-Ohm output impedance for OEM to aftermarket interface; subwoofer phase reversal switching and Split Shield bottom plate.

The latest in autosound gear...and a glossary

BY DICK DE LOACH

Our recent trip to the '97 Winter CES (Consumer Electronics Show) in Las Vegas, Nevada, was exciting to say the least. Along with a record 90,000 other attendees, we saw scores of new electronic and car audio products with new features and technologies throughout the one-million square-foot show.

SPEAKERS

Some of the hottest technologies on the floor include digital versatile disk (DVD) from such companies as Panasonic and Sony; Dolby Digital audio receivers from Denon, Pioneer and others; voice activated multimedia systems for cars and trucks from Alpine and Clarion; and much more.

Continued on page 50

Autotek Mean Machine

Includes seven woofers (four models for small enclosures, three for SPL competition) with four-layer voice coils; extended vented poles; plated gold terminals; ultra-high power handling; high mass dust caps; linear acoustical surrounds and Kevlar composite cones.

Kenwood True Colors

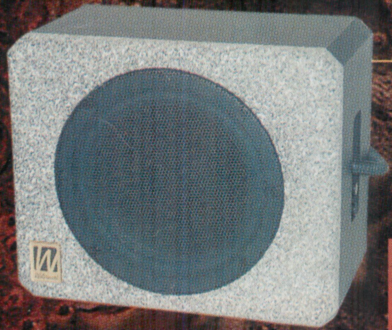
Multi-colored speakers include all of the features of other Kenwood speakers and allow car audio enthusiasts to put a more personal touch to their mobilesound systems.

MTX Thunder5000

New subwoofer line features exclusive Asymmetrical Linear Drive System for high output with low distortion; four-layer voice coils and Kapton formers; includes 8-, 10-, 12- and 15-inch models each available in 8, 10, or 12 Ohm impedances; for sealed or vented enclosures.

Fourth-order bandpass enclosures feature computer-generated design with slotted ports, said to eliminate the "chaffing" noise associated with most bandpass speaker enclosures; includes two 10-inch subwoofers (with 30-ounce magnets).

Profile Baja Bass Box



Watermark M8AL

Mini8 features a single 8-inch subwoofer in a sealed enclosure; frequency response 30 - 170 Hz; maximum SPL 121 dB; built-in 100-watt amplifier and 24 dB/octave crossover; 10x12x6½-inches.

Diamond Audio S 600.25 Hex

Mid driver speaker line includes silk- or aluminum-dome tweeters and features patented Kevlar/Nomex composite cones, 70 times more rigid (yet a third less mass) than conventional materials, for near "perfect Piston."

Replace factory coaxial speakers with sonically re-engineered MTX Coaxials features Kapton or polyimide impregnated fiberglass voice coil formers; ½-inch balanced dome Neodymium tweeters or 2.5-inch poly cone tweeters.

MTX Coaxials

Three new sealed mobile enclosures fit between the fenderwells of most hatchbacks, Firebirds and Camaros and virtually any vehicle; incorporates the new Thunder5000 subwoofers (10-inch tri-sub, 10-inch single and 12-inch single).

MTX Thunder5000

JBC Hatch Back Boom Box

Tear-drop shaped box fits the need of all those who want to upgrade their sound system; includes two woofers (6-, 8-, 10, 12-, or 15-inch); two mid-range; four tweeters; dual ports; gold terminals and two pocket handles; MDF boxes with splashed painted sides.

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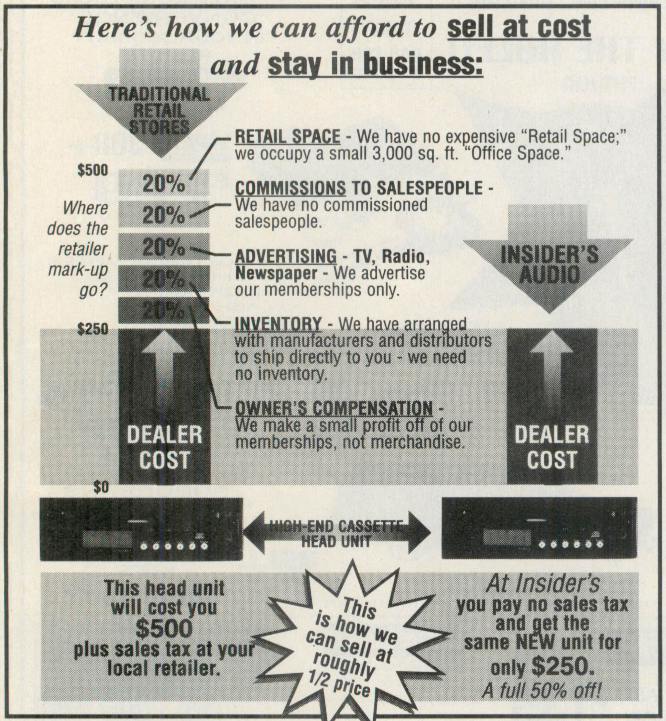
Insider's Audio is the only company legitimately in business to sell you car audio at our wholesale cost *or less* and here's exactly how we can do it:



We at Insider's Audio have a very simple concept that works extremely well for our customers. We believe that if we make only a small profit from our memberships, we can stay in business and sell you quality audio for our actual dealer cost. A savings of up to 90% off retail.

Why buy from any retailer who spends enormous amounts of money on free catalogs, TV and radio advertising, prime retail space, a warehouse full of equipment, and commissioned sales people? In order for them to stay in business... they have to charge a 100% mark-up on everything they sell. They have to support a huge overhead. We don't.

At Insider's Audio... we don t waste your money. We can sell to you for the same prices 5,000 other retail stores across North America buy for. How and why can we do it?

1. We occupy a conservative "office" complex in Arizona. We do not sell out of prime "retail" space which is extremely expensive.
2. Since we sell at cost, there is no need to commission our salespeople. That is another way we save.
3. We do not have to support large TV, radio, newspaper, and magazine advertising to sell our products. We only advertise our memberships...**NOT** our products, and...
4. We do not need to stock a warehouse with merchandise.. We have arranged for all the top manufacturers and distributors in America to ship their products factory-direct to your doorstep.

By doing this, it saves us money on inventory... and it saves you money because the manufacturer doesn't have to ship the products to us then we ship them to you... And since we do not have to stock a warehouse... we can give you access to practically every brand name out there... It costs us nothing more! When we receive your merchandise orders... we immediately FAX them to our distributors and they send the order directly to you C.O.D. This way, we never have hundreds of your hard earned dollars You only pay for your order when it arrives at your home or office. Other mail order houses require you to pay up-front for your orders - we don't. You never have to worry about being burned at Insider's Audio.

We are the largest volume buyer of the supplier to 5,000 retail stores across America - their single largest customer. That gives us our buying power. On many occasions, you'll be buying even below dealer cost!

Insider's Audio is designed for people who want to buy great car stereos at or below dealer cost. If you want to save up to 90% off retail, this is the only legitimate offer we know. We don't know of any other company that is in business to sell to you for their actual cost - with no hidden gimics.

Our approach is unique to everyone else in the car audio business in the country - particularly other mail order companies like Crutchfield. At Crutchfield they basically have good products at reasonable prices, but give you nothing more than a better deal than a retailer. We have great products at absolute rock-bottom wholesale prices.

We operate our business so efficiently, that what other retailers spend on large facilities and toll free 800 numbers, we pass on to you in the form of great savings and hundreds of dollars in free bonuses. It's the same money. Our competitors spend it on free color catalogs and 150,000 sq. ft. facilities; we want to pass our savings on to you.

Crutchfield mails out millions of free color catalogs every year which cost about $2 a piece to produce and ship. Where do you think that money comes from? That's right, a mark-up. Our dealer catalogs are three times the size, but you get them with your membership package, not for free.

Heck, you can even make money on the side by selling and/or installing our products to your friends, family, co-workers and church members. We were surprised to find out that many of our members make hundreds if not thousands of dollars per month... making great deals on their own. For example, if we are selling a CD head unit for $200 you can sell it for $250. This will drive your local retail stores crazy, because they would sell the same CD head unit for $400 in their stores.

We even put together a manual that will show you how to do this. It's available with your membership package for an additional $20. Why not order this manual with your membership for only $20, to find out how to make a profit for yourself?

Also, since we do not make any money on any merchandise, you do not have to worry about a salesperson baiting and switching you to a higher priced unit. The guys in the back of this magazine are famous for doing that. Insider's is the most pressure-free place to buy, hands down!

Since we are selling for roughly half price, you can either get the same stereo for half price, or you can get twice the stereo for the same price.

All we ask is that you pay a small $39.95 membership fee... and for this membership fee you will receive full access to our club. Since we are the largest buyer of car stereo out of 5,000 other retail stores, we can get the best deals. And then we pass the savings onto you - even on special purchase products! Here's what your membership includes:

- Three huge **DEALER PRICE BOOKS** -jam-packed from cover to cover showcasing the widest selection of car audio and other electronics in the world.
- A **$100 BUYING INCENTIVE** on selected items.
- A **PROFESSIONAL CAR DETAILING KIT** from Arizona Pro Gold - a $49.95 value. We have worked out a deal with the President of Arizona Pro Gold to give us these kits for pennies on the dollar. We then give them to you with your membership.
- A free **EXCALIBUR SECURITY SYSTEM** for your car absolutely FREE on your first purchase with Insider's Audio. Again, we have purchased an entire overstock... and instead of selling these alarms in our books... we can give them to you for free.
- And a **$500 MYSTERY BONUS...** It'll change your life! It's that wonderful!

The next page will tell you how you can become a **CHARTER MEMBER** and get in on these deals that you just can't get anywhere else... plus receive all the free bonuses!!! Your satisfaction is absolutely guaranteed!

MODEL	RETAIL	CRUTCHFIELD	INSIDER'S	YOU SAVE
Rockford 500M	$1000	Don't have	**$500**	**$500**
Pioneer P8200	$575	$500	**$340**	**$235**
Toshiba 56" TV	$5500	Don't have	**$2890**	**$2610**
Blaupunkt Atlanta	$470	$300	**$189**	**$281**
Atomic 15" Sub	$300	Don't have	**$120**	**$180**

This is the ad we had to cancel 3 months ago, because we sold them so fast!

IT'S AMAZING! *every time we run this ad, we have to cancel it the next month. We get flooded with so many new Charter Members, we have to literally stop the offer. This month we're only allowing 10,000 people to sign up, so* ***JOIN NOW!*** *Insider's is the only company in existence that will give you all these gifts and sell to you at these dealer prices!*

SATISFACTION GUARANTEED

OUR IRON CLAD SATISFACTION GUARANTEE!

Once you receive your Charter Membership package, if you find that we don't have the lowest prices in America, send it back and we'll refund your $39.95 ...No hard feelings!

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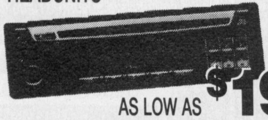

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400W AMPS

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MEGA-BASS SUBWOOFERS

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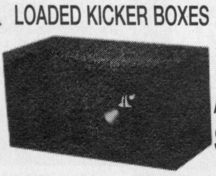
LOADED KICKER BOXES



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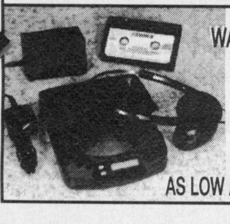

AS LOW AS $4.90

INSIDER'S SELLS AT COST! become a CHARTER MEMBER and get in on the SAVINGS!

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($200 VALUE)

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Jam-packed with almost every brand name in ***HOME/CAR AUDIO · HOME THEATRE · CAMERAS · OFFICE EQUIPMENT · CAMCORDERS*** *· and just in...* ***COMPUTERS!***
ALL PRICED AT OUR ACTUAL COST!

$100 OFF!
Good on 1st purchase
No minimum order requirement

$500 MYSTERY GIFT
Yours to keep, even if you return your CHARTER MEMBERSHIP package!

1 *FREE* PINT SIZE DETAIL KIT
From **Arizona Pro Gold**
Wash • Glaze • Wax Protectant ($49 value)

ALL THIS ONLY $39.95
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($950 value for a limited time)

1 *FREE* EXCALIBUR CAR SECURITY SYSTEM
with first purchase
127db Siren • Shock Sensor • Starter Kill Door Lock Interface ($100 value)

*On selected items including sale items. © 1996, Insiders Audio.
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READ WHAT OUR CUSTOMERS HAVE TO SAY:

"I've never seen a wider selection for a lower price anywhere! I look forward to purchasing more from Insider's Audio in the next month. Thanks guys!"
Brian Nartell, Dechi LA

"I saved exactly $2,358.21 on my dream car stereo shopping through Insider's Audio. I recommend Insider's Audio to all of my friends."
Michael Selestina, Cheshire OR

"At first, I was a little skeptical, but I'm glad I went for it. Thank you Insider's Audio. You have a customer for life! My system rocks and I didn't have to pay an arm and a leg for it! I saved $1,782.98!"
Leon Crouse, Brooklyn NY

"I was impressed with how fast my order arrived at my home. The shipping cost was also less than I expected. Finally, an audio company, that actually cares about its customers!"
Adam Ngo, Bakersfield CA

TO GET IN ON THIS LIMITED TIME MEMBERSHIP OFFER:

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Suites 10-297
Scottsdale, AZ 85254

Credit card orders call:
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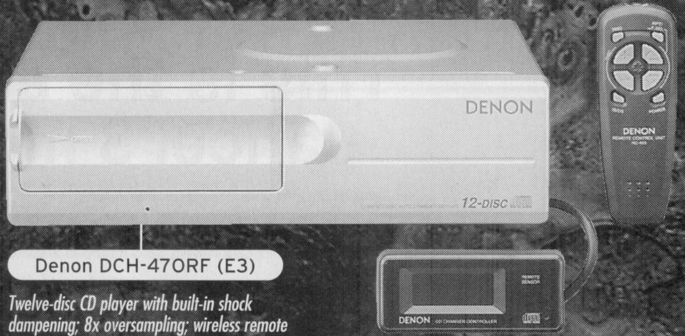
24 hrs/7 days

CD CHANGERS

Sanyo MAX-5000

Compact CD changer features credit-card-size remote control; dash-mountable wired remote sensor with manual function controls, 8x oversampling, anti-shock suspension and switchable frequency FM modulator.

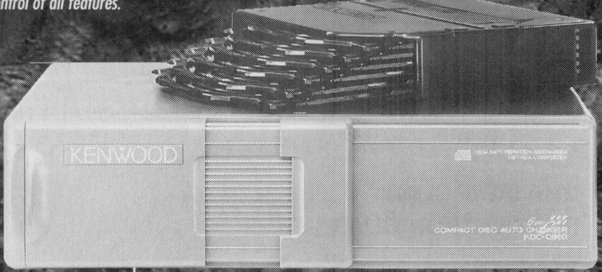


Denon DCH-470RF (E3)

Twelve-disc CD player with built-in shock dampening; 8x oversampling; wireless remote control unit and dash-mounted remote sensor for two-way control of all features.

Compact disc changer includes six-disc cassette; sliding door head compartment; 8x oversampling; industry standard dampening and more.

Aiwa ADC-M35



Kenwood KDC-C660

Six-disc CD changer features DPAC circuitry to eliminate "jitters" by processing digital information at exactly the same rate at which it was recorded; includes anti-vibration disc transport DOS Control to combat skips, and read through dust and scratches.

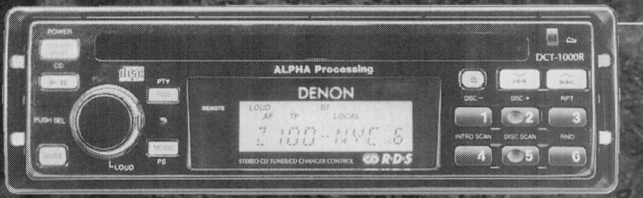
Continued from page 46

Because we all share the desire for bigger and better mobile sound equipment, we bring you our annual Car Audio Guide, featuring some of the hottest new products from CES '97. We've also provided a Source List of major mobilesound manufacturers for more product information. Plus, as a bonus, we've compiled an Autosound Glossary to help you better understand and enjoy the world of car audio.

(Editor's Note—If you have a serious sound system and would like to learn more about competing (or want information on joining IASCA plus a list of IASCA rules and sanctioned events), contact: IASCA, Inc., Dept. LRM, 3837 E. Wier, Ste. 4, Phoenix, AZ 85040, (602) 437-4678, Fax (602) 437-4310.)

HEAD UNITS

AM/FM/CD player/CD changer controller features 20-bit processor; balanced outputs and advanced radio data system (RDS) functions including text message display of broadcasted data such as title and artist or emergency information.



Denon DCT1000R

AM/FM/cassette receivers feature built-in CD changer control; 30 preset station memory (18 FM, 12 AM); auto/manual up/down/seek tuning; local/DX selection; auto reverse; 25Wx4 and 35Wx4 respectively.

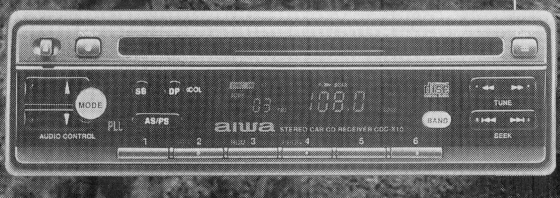
Sansui SRX-9600/9650

Four-channel head units and CD changer controllers feature up to 50Wx4; super-bright, multi-color LED displays with spectrum analyzers; flip-down face plates with hidden CD slots; dual RCA preouts and wireless remote control.

Panasonic CQ-DP800 Line

Seven high-powered head units, including the company's first CD receivers, and three six-disc CD changers feature preset station memory; 16-bit converter; 8x digital filter and wired or wireless remote control.

Aiwa CT Line

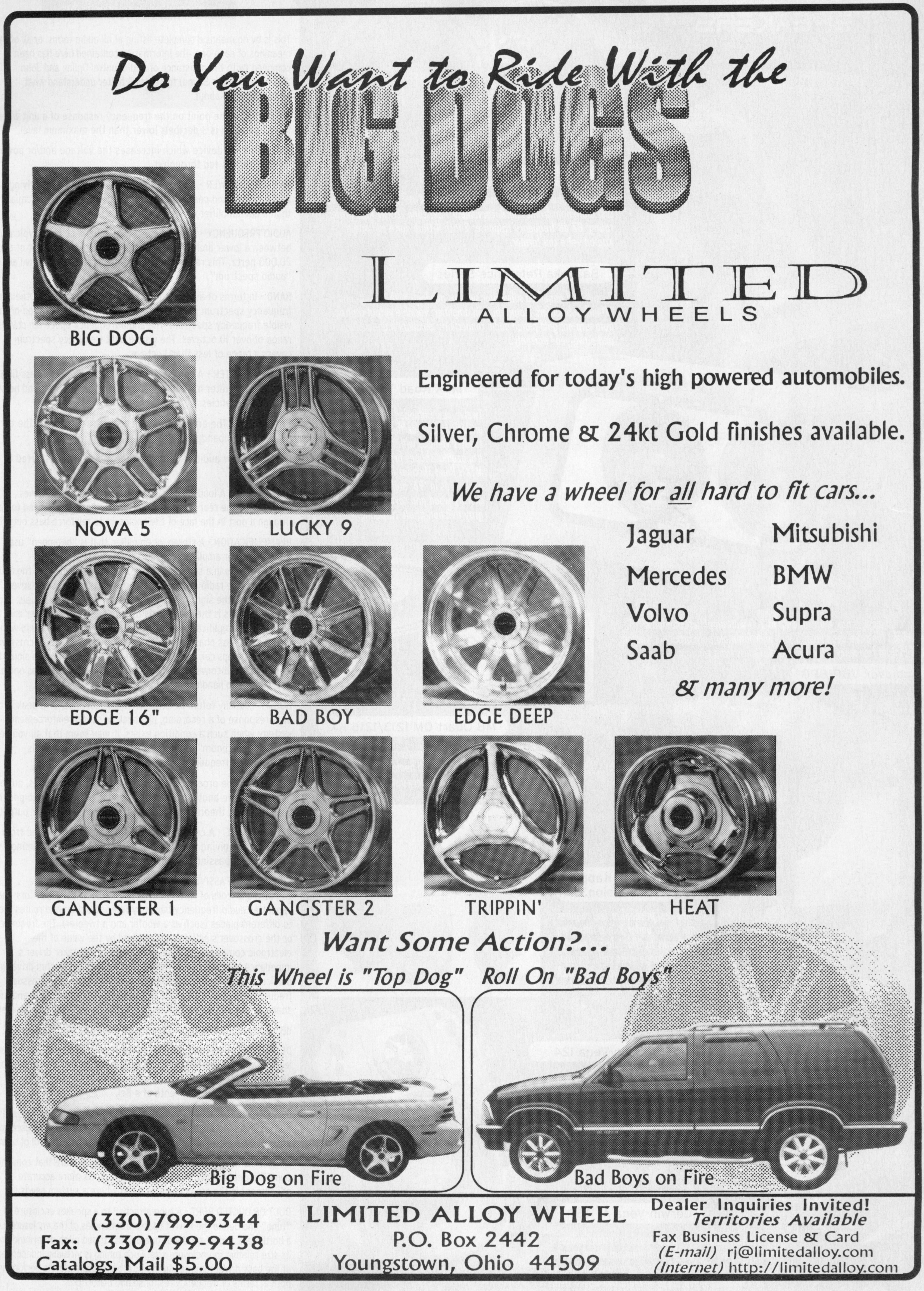


Kenwood "Mask" Series

CD and cassette players and AM/FM receivers feature self-hiding faceplate; user-controlled security code, making the unit useless without the code; 35Wx4 power and a crossover with eight selectable cutoffs to keep low frequencies from subwoofers out of full-range speakers.

Denon DCT770R

New line of AM/FM/stereo/CD/cassette players deliver up to 35Wx4 power; include RDS radio reception; detachable faceplates; CD controller/changer functions and CD changers with operation signals, power and audio lines in a single bus line cable for easier installation.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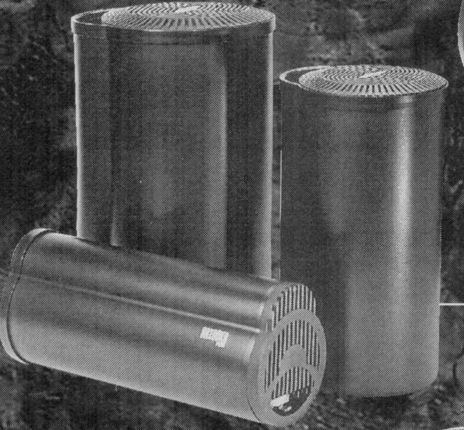
SPEAKERS

Chase LS 10 CCS

A 10-inch subwoofer for a small enclosure (0.4-ft.^{3} optimal) features a cast aluminum frame; hard, curvilinear fiber cone, 200W RMS power rating; 87 dB frequency response; 2-inch 4-Ohm voice coil and a Kapton voice coil former.

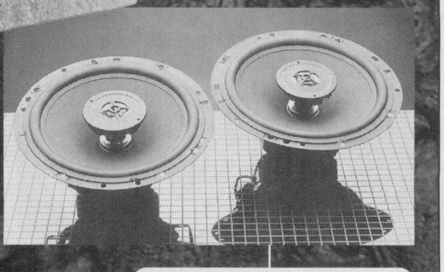


Bazooka Reference Series

Passive and amplified subwoofer systems available with 6.5-, 8- and 10-inch subwoofers feature built-in amplifier; variable output control; auto turn on; gold-plated audio connections; auxiliary high-level input and a two-year warranty.

MTX Road Thunder

Twelve new unloaded mobile enclosures provide the best fit in today's vehicles with trademark trapezoidal shapes first introduced in MTX's Road Thunder line of loaded enclosures in '96; built of high-density wood and covered in dark gray aviation-grade carpeting.

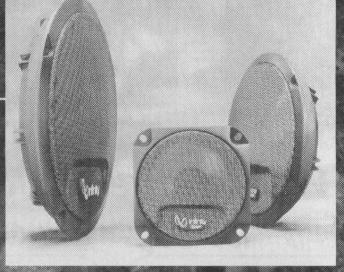


MB Quart QM 1213/1216 KX

High-performance low-profile coaxial speakers feature trademark titanium dome tweeter and a 5¼-inch treated fiber mid/woofer for quickly upgrading a premium factory-installed audio system.

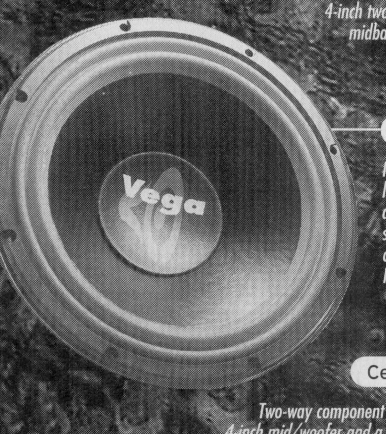
Powered bandpass box features built-in 200-watt amplifier; bandpass alignment for extra-deep bass; 8-inch injection mold polycarbonate woofer; 35 - 500 Hz frequency response and plexiglass front window.

Audiovox VBP-8PG



Infinity Kappa Dimension3

Shallow design speaker line requires only ¾- to under 2-inch mounting depth thanks to "flat" design tweeter and mid-range voice coils; includes 4-inch two-way, 6-inch two-way, 6-inch midbass and 6-inch woofer models.



Cerwin-Vega 124

New 12-inch subwoofer features landmark technology and performance; a unique surround; proprietary V-Flex suspension design and new Kev-Lite cones employing a combination of Kevlar and hardwood pulps.

Cerwin-Vega AI 46P

Two-way component plate speaker system utilizes a 4-inch mid/woofer and a ¾-inch titanium dome tweeter mounted together on a single plate as a sonic alternative to a traditional oval multi-element two-way system.

AUTOSOUND GLOSSARY OF TERMS

This is by no means a complete listing of all audio terms, or all of the meanings of each one. The information contained here has been compiled (with the assistance of AudioControl Online and John Williams at Lanzar Sound) to help you better understand what autosound is all about.

3 dB POINT - The point on the frequency response of a unit where the signal level is 3 decibels lower than the maximum level.

AMPLIFIER - A device which increases the voltage and/or power level of signals fed through it.

AMPLIFIER, POWER - An amplifier which is designed for driving loudspeakers and consequently has higher power output capability than a line amplifier or preamplifier.

AUDIO FREQUENCY - Any frequency which humans hear, typically between a lower limit of about 12 hertz and an upper limit of about 20,000 hertz. This range of audio frequencies is also known as the "audio spectrum".

BAND - In terms of audio frequency, a band is a portion of the audio frequency spectrum in the same way that green is a portion of the visible frequency spectrum. The audio frequency spectrum covers a range of over 10 octaves. The visible *light frequency spectrum* covers a range of less than 1 octave.

BANDPASS FILTER - A combination of a lowpass and highpass filter. The bandpass filter has rapidly decreasing output above and below its 3 dB frequencies.

BANDWIDTH - The area of frequency spectrum between the two 3 dB points of a bandpass filter.

BASS - The low audio frequency range, normally considered to be below 500 Hz.

BASS REFLEX - A loudspeaker design in which the sound waves produced by the rear surface of the speaker cone are allowed to pass through a port in the face of the enclosure to reinforce bass output.

BI-AMPLIFICATION - A stereo, or amplifier, that is "bi-amped" uses separate power amplifiers for the woofers and the mid-range/tweeters in a speaker system. In a bi-amped system, the audio signal from the radio or tape is passed to an electronic crossover which divides the signal into bass and mid-range/treble signals. Each of these signals is then sent to its own independent amplifier and speakers. Bi-amplification offers the advantage of more sound with fewer watts, less phase error due to elimination of passive crossover. Two 5-watt amps can play louder with less distortion than a signal 10 watt amp. Used conventionally, and since each such amp has one part of the music to handle, it can do its job with less distortion.

BOOMY - Usually refers to excessive bass response, or a peak in the bass response of a recording, playback or sound reinforcement system; when such a condition exists, it may seem that all you hear is the "boom, boom" of musical instruments playing in this dominant low frequency range.

BRIDGING - The process of driving two amplifier channels, out of phase with one another and driving a load across the two positive outputs, thus, theoretically doubling the available power output.

CENTER STAGE - A condition where the sound is balanced from front to rear, giving the impression that the sound is coming from a plane passing through the driver's ears.

CROSSOVER - PASSIVE OR HIGH-LEVEL - An electrical device composed or coils of wire (inductors) and electrical capacitors, that separates audio frequency bands by filtering action and routes them to different places (such as a woofer and a tweeter). The frequency or the crossover's action is determined by the value of the electronic components inside, and by the loudspeaker driver's impedance in ohms, which implies that replacing a 16-ohm driver in a particular system with an 8-ohm driver, will change the crossover frequency; in such a case, the frequency will rise an octave and the shape or the crossover frequency response slopes will be distorted.

dB - The standard abbreviation for decibel. See also Decibel

DECIBEL (dB) - The unit of measurement used to describe a signal level or volume level. This is a logarithmic scale, so an increase of 3 dB is double the level. (3 dB = 2 times, 6 dB = 4 times, 9 dB = 8 times, etc.) Equal to one-tenth of a Bel.

DRIVER - Another name for loudspeaker; the word "driver" is used by non-engineers to designate a compression driver like those used to drive horns for acoustic amplification and directional control of sound.

DUAL-BANDWIDTH - An exclusive AudioControl feature that combines two different bandwidth equalizers. This allows more accurate adjustment in the areas (such as bass) where a system needs it.

DUCT OR DUCTED PORT - A tube attached to a speaker enclosure to "tune" and define the lowest usable frequencies of the enclosure. Like a bottleneck, a duct produces one distinct tuned pitch determined by its size relative to enclosure size. Such tuning is virtually independent of the bass driver mounted in the box, but grossly affects performance both in terms of frequency response and distortion.

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D-50, ARROW, MITS, '79-'86	109.00	49.00	49.00	49.00	18.00
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MAZDA '82-'84	89.00	49.00	49.00	44.00	34.00
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SUZUKI SAMURAI '86-'92	239.00	129.00	69.00	109.00	99.00
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TOYOTA '721/2-'78	99.00	54.00	38.00	36.00	19.00
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TOYOTA '87-'88	64.00	35.00	69.00	49.00	26.00
TOYOTA '88-'95	84.00	49.00	69.00	59.00	34.00
TOYOTA 4x4 '79-'83	99.00	54.00	64.00	49.00	22.00
TOYOTA 4x4 '84-'86	64.00	54.00	29.00	44.00	44.00
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Chrome Markers (Pair) 78.00

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Chrome Markers (Pair) 78.00

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Chrome H.L. Bezels (Pair) 35.00
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Chrome Grille 4WD 55.00
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Chrome Bumper 4WD 55.00
Chrome Apron 2WD 75.00
Chrome Apron 4WD 75.00
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Chrome Markers (Pair) 68.00

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Chrome Bumper 59.00
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Chevy S-10/Blazer 82-90
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Chrome Package 93-94 ....305.00
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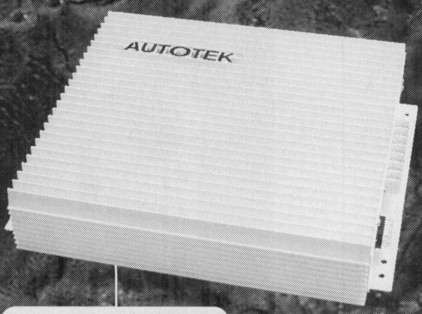
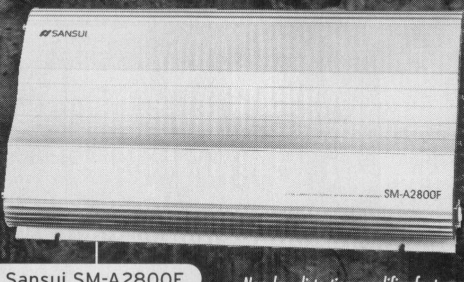
AMPS



Autotek 4100X

Four-channel amplifier produces 50Wx4 @ 4 Ohms, 14.4 VDC; drives front and rear speakers, allowing head unit fading; 9 dB bass boost @ 45 Hz; .02-percent total distortion.



Sansui SM-A2800F

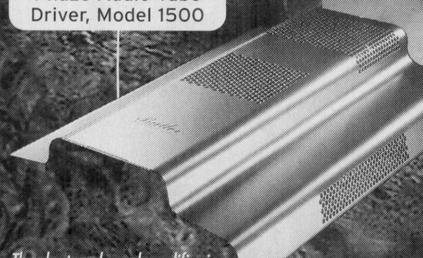
Power amplifier delivers two-channel output of 200Wx2, three-channel output of 70Wx2 and 200Wx1, and four-channel output of 70Wx4; independently adjustable front and rear levels.

New low distortion amplifier features Universal Interface; switchable 12 dB or 18 dB/octave crossover for highpass/lowpass/fullpass usage; rated power: 180Wx2 @ 4 Ohms, 60Wx4 @ 4 Ohms.

JBL GTQ360

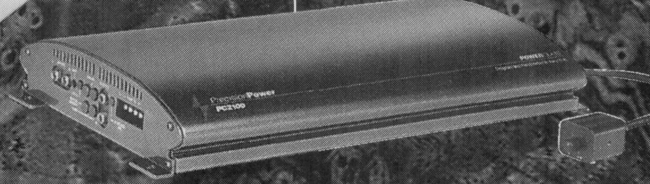
The first high-powered vacuum tube driven amplifier for car audio; 150Wx2 RMS @ 12 VDC; 225Wx2 RMS @ 14.4 VDC; continuous thermal monitor and tube bypass.

Phaze Audio Tube Driver, Model 1500



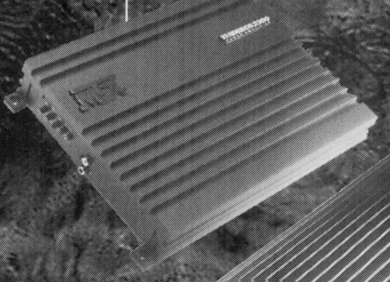
Two-channel (100Wx2 @ 4 Ohms, 200Wx2 @ 2 Ohms, bridgeable) incorporates a 24 dB/octave two-way crossover, configurable as lowpass or highpass to protect subwoofers or upper-range speakers.

Precision Power PC2100



Thunder two-channel amplifier is finished in Tri-Valent chrome with a 24-carat gold plated logo; delivers 150Wx2 RMS @ 4 Ohms with .05-percent total distortion; includes built-in crossover.

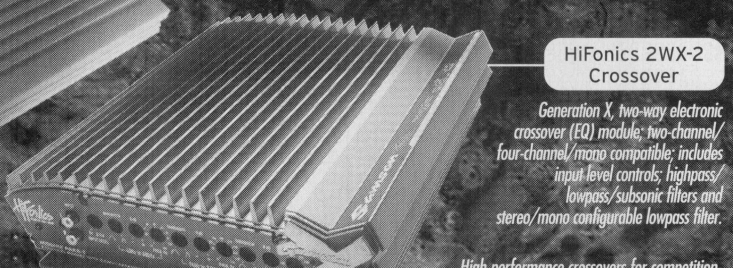
MTX 2300LE



CROSSOVERS

HiFonics 2WX-2 Crossover

Generation X, two-way electronic crossover (EQ) module; two-channel/four-channel/mono compatible; includes input level controls; highpass/lowpass/subsonic filters and stereo/mono configurable lowpass filter.

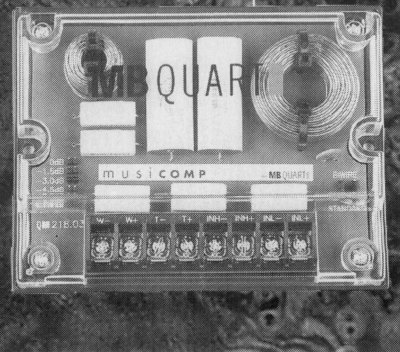


Passive crossovers designed for single-amplifier systems; setup amp in stereo and bridged mono simultaneously and connect the XVR for stereo front and a 12 dB/octave mono subwoofer.

Phoenix Gold XVR2/XVR4

High-performance crossovers for competition-grade and high-end consumer installations are constructed with OFC air-core inductors and low-tolerance polypropylene capacitors, making them highly resistant to saturation overloads and high frequency pulses.

MB Quart MusiComp Series



DYNAMIC RANGE - The difference, in decibels, between the loudest and the quietist passages in a musical or audio program. Also, the difference between the maximum signal level that can be produced under nominal operation distortion levels by an electronic circuit, and that circuit's obnoxious noise level (called the "noise floor").

EQUALIZATION OR EQ - The intentional alteration of levels of portions of the audio frequency spectrum to fit the requirements of frequency response defined by a listener; traditionally the term equalization was used to describe the replacement (always a boost) of energy lost as a result of long telephone line runs of wire, but today the term is used to describe any change in frequency response or spectral balance done intentionally by using any device which includes circuits that can produce these changes.

EQUALIZER - A rather inappropriate name for multiple tone controls, since they have many functions other than just compensation. But that's what they've been called for 30 years and if we started calling them Bzerndnyxx's you wouldn't know what we were talking about.

FILTER - A circuit that selectively attenuates portions of the audio frequency spectrum. A filter is the opposite of the traditional equalizer, which selectively boosts, but for the purpose of modern convenient control of sound on mixers and equalizer units, the circuits of tone-altering controls usually incorporate the dual abilities to equalize and filter by simply rotating a knob one way or another.

FREQUENCY - The rapidity of change in current or voltage in an electrical signal or of air pressure in an acoustical (sound) signal frequency is measured in cycles per second; 1 cycle per second (CPS) is 1 hertz (Hz). The higher a note on the musical scale, the higher its frequency.

FREQUENCY RESPONSE - The range of frequencies which a device or audio system will pass. "Frequency Response" has no meaning unless a tolerance is specified: i.e., from ( ) Hz to ( ) kHz, and , most importantly, =( )dB.

FRONT STAGE - Characteristic in which all the music seems to originate from a plane in front of the listening position with no discernible fill from center or rear speakers

GAIN - Degree of signal amplification achieved by an amplifier, tuner, or pre-amp circuit. Expressed in decibels.

GRAPHIC - This type of equalizer has controls on fixed center frequencies and bandwidths with adjustable amplitude. These equalizers usually have slider type controls so the adjustments form a "graph" of the frequency response.

GROUND LOOP - Condition in which an electrical or electronic component has two paths of different potential to ground. This condition will typically introduce noise into the audio system.

HERTZ - The term hertz, abbreviated Hz, replaces the formerly used "cycles per second" or "CPS". Named after Heinrich Hertz, the term applies to any regular, cyclic vibration or event. The term hertz always involves time (seconds) no matter what the period between repetitions of the event of interest: for example, a tone vibrating 1,000 times every second is said to be at a frequency of 1,000 hertz or 1 kilohertz (kHz).

HIGHPASS FILTER - A network of elements which attenuate all frequencies below a pre-determined frequency selected by the designer. Frequencies above cutoff are passed without any effect.

IMPEDANCE - The total opposition to the flow of alternating current in an electrical circuit. Impedance is measured in ohms.

LOWPASS FILTER - A network of elements which attenuate all frequencies above a predetermined frequency selected by the designer. Frequencies below cutoff are passed without any effect.

OCTAVE - A method of dividing up the audible frequency spectrum equally into ten bands. Each octave center is twice the frequency of its next lowest neighbor.

OHM - The ohm is the electric resistance between two points of a conductor when a constant difference of potential of 1 volt, applied between these two points, produces in this conductor a current of 1 ampere, this conductor not being the source of any electromotive force.

PARAMETRIC - On this type of equalizer you can adjust all of the parameters: Amplitude, Frequency and Bandwidth. They are typically only found in professional applications due to the difficulty in properly setting all of the controls.

PASSIVE - A device with no power supply. This type of audio circuit will always have some insertion loss.

PINK NOISE - Equal amounts of sound energy in each octave of the sound spectrum. A perfect test source for frequency response measurement since it's perfectly flat and any dips or bumps can be attributed to room acoustics or speakers when displayed on a real-time analyzer.

Continued on page 59

PRESTIGE
People will tell you to
turn it down.
Fortunately, you won't be able to hear them.
But here's something you definitely should listen to. The Prestige P-81 has a 4-channel, 100-watt amp that sounds somewhere between a sonic boom and a really loud sonic boom. It's got an auto reverse tape deck and controls for the optional trunk mountable P-1000 ten CD changer. Plus you get a control panel that basically looks like something out of the Starship Enterprise. So if you're tired of hearing people complain about your music, give a listen to the whole line of different Prestige systems and components at your nearest car audio dealer. For more information on Prestige audio systems and components, or the name of your local Prestige dealer, call Audiovox at 1-800-645-7750.
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ENGAGEMENT RING.

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Hey, we've all got tough decisions to make. But really, you can't screw up on this one. Kenwood's competition-level PS Series amplifiers. Not only do they run more efficiently than other amplifiers, they also use our patented Sigma Servo System, which improves the control of speaker cone movement to give you clean sound and tight, punchy bass. They all have high current, are 12V rated, have power ratings of up to 600 watts. And look spectacular, too. So go see your Kenwood Dealer and give them a listen. To find the dealer nearest you, get more information on all Kenwood products and even custom design your own system, log on at www.kenwoodusa.com. Or, simply call 1-800-KENWOOD. It's not like you wanted to get married anyway.

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164.9 dB

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Congratulations to the Gates family and Streamline Audio from all of us at PrecisionPower for destroying all previous records with their astounding 164.9dB and 165.3dB peak SPL scores at the 1996 IASCA World Finals. Using PPI Subwoofers and Amplifiers they broke the sound barrier with sound pressure levels more than twice as loud as the competition!

THE LOUDEST SUBWOOFER ON EARTH!

Continued from page 54

POWER BANDWIDTH - The frequency range over which a power amplifier can produce at least half power (-3 dB). This important specification is the actual indication of an amplifier's true power output capability, since many amplifiers are capable of much higher power outputs if frequency extremes such as those produced by music are ignored.

PRE-AMP - A pre-amp includes all of the controls for regulating tone, volume, and channel balance. It is a circuit unit which takes a small signal and amplifies it sufficiently to be fed into the power amplifier for further amplification.

QUALITY FACTOR - Also known as 'Q'. Another word for bandwidth. Q is defined as the center frequency divided by the bandwidth.

REAR STAGE - Characteristic in which all the music seems to originate from a plane behind the listening position with no discernible fill from center or front speakers.

REFLECTION - Like light from a mirror, sound bouncing from a wall or other surface reflects. The amount and angle of sound reflection depends on the type and size of the reflecting surface, and the frequency (wavelength) of the sound.

REFLEX ENCLOSURE - A loudspeaker enclosure which uses the resonance of its internal air volume to assist the loudspeaker's motion, reducing distortion at low frequencies and extending low-frequency bandwidth.

RTA - Real Time Analyzer. An electronic measuring device for identifying the individual audio frequency levels in a system, and displaying their relative amplitudes simultaneously.

SIGNAL-TO-NOISE RATIO (S/N) - This figure specifies, in decibels, how quiet and hiss-free the background will be in relation to the music, with a good signal. A rating of 60 dB, for example, means that the signal is 1,000 times stronger than the noise. The higher the better.

SOUND STAGE - The illusion of a three-dimensional sound field created by a properly installed and adjusted audio system in which the individual instruments are in their proper locations; and, there is the proper amount of rear fill and ambience to create depth and width.

SPL (SOUND PRESSURE LEVEL) - An acoustic measurement of the sound energy, usually measured in dB SPL which involves subjective measurement based on the human ear's differing sensitivity at different frequencies and levels.

SUBSONICS - Frequencies from 1 to 20 Hz which are inaudible but which cause visible oscillation of the speaker woofer cone. Caused by turntable resonances, floppy floors, acoustic feedback, bad recordings, and aggravated by vented speaker systems. Cause great unnecessary use of amp power, IM distortion and occasional woofer destruction.

SUBWOOFER - A loudspeaker designed to reproduce the lowest frequencies produced by an audio system, typically less than 70 Hz.

THRESHOLD OF PAIN (IN RELATION TO dB) - The threshold of pain is the minimum value of sound pressure of a given frequency that will cause discomfort or pain to a listener fifty-percent of the time. Discomfort starts at a sound level of 118 dB, if the frequency falls within the range of 200 to 10,000 Hz. Actual pain starts around 140 dB in the same frequency range.

TUNED ENCLOSURE - A speaker enclosure designed to use its internal air volume to aid operation of a woofer installed in it. Reflex or bass reflex enclosures are one form of tuned enclosures. Tuned pipe enclosures use their internal air volume as a resonating air column like an organ pipe, driven by the woofer.

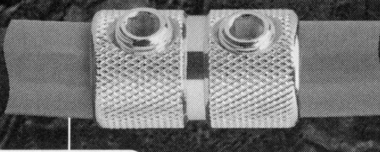
TUNED PORT - The vent in a reflex enclosure which causes the air inside the enclosure to resonate at a particular frequency, obtained by adjusting the vent opening size. When ducts (tubes or tunnels) are added to vent openings, the tuned frequency is lowered, allowing the use of larger vent area openings to achieve the same tuning frequency.

TWEETER - A loudspeaker designed to reproduce high frequencies only. Tweeters are typically used at frequencies beyond the center of the audio spectrum, which, if placed on a logarithmic scale like a piano keyboard, would be about 630 Hz.

VOICE COIL - A coil of wire within a magnetic field in a loudspeaker, which produces magnetic fields in response to signals from audio power amplifiers. These fields cause the voice coil to move within the stationary magnetic field of the loudspeaker, moving the diaphragm attached to it and the air touching the diaphragm.

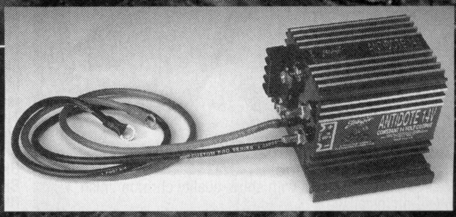
WOOFER - A loudspeaker designed to reproduce low-frequency sound only. Some woofers are called full-range loudspeakers and are used alone, e.g. ceiling speakers. Woofers in systems are usually used below about 300 Hz.

ACCESSORIES



Scosche EFX PO4SS

Gold plated 0/4-Gauge In-Line Splice; machined from solid brass; accepts 1/0-gauge power wire directly, or 2/4-gauge power wire using supplied conversion ring; part of the EFX Line of high-end audio accessories.



Stinger Antidote 14V

High-performance active step-up regulator utilizes microprocessor controlled circuitry to provide clean constant 14-volt output for any load up to 50 Amps, even if car battery's voltage is as low as 9.5 volts; can increase amplifier RMS output up to 30-percent.

Stinger Power Master Dry Cell Battery

Compact Power Master battery for car audio is a zero-maintenance, non-spillable, ultra high-discharge, 99.99-percent pure lead-tin flat plate technology, true deep cycle battery; withstands more than 500 cycles at 100-percent discharge.

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Metrosound/LA Sound
14496 S. Garfield Ave.
Paramount, CA 90723
(562) 602-0182

MTX
4545 E. Baseline Rd.
Phoenix, AZ 85040
(602) 438-4545

Nakamichi America
955 Francisco St.
Torrance, CA 90502
(310) 538-8150

Orion Industries
118 W. Julie Dr.
Tempe, AZ 85283
(602) 730-8200

OZ Audio
1300 SW 10th St., Ste. 2
Delray Beach, FL 33444
(407) 279-0072

Phaze Audio
65 S. Sycamore, Ste. 2
Mesa, AZ 85202
(602) 461-9559

Phoenix Gold
9300 N. Decatur Way
Portland, OR 97203
(503) 288-2008

PIE/Precision Interface Elec.
7625 Havenhurst Ave., Unit 1
Van Nuys, CA 91406
(818) 909-5240

Pioneer Electronics
2265 E. 220th St.
Long Beach, CA 90810
(213) PIONEER

Precision Audio/Anaba
1900 W. Artesia Blvd.
Compton, CA 90220
(310) 223-0400

Precision Power
4829 S. 38th St.
Phoenix, AZ 85040
(602) 437-5207

Profile Electronics
17211 S. Valley View
Cerritos, CA 90703
(562) 802-9007

Pyle Industries
501 Center St.
Huntington, IN 46750
(219) 356-1200

Pyramid Sound
1501 60th St.
Brooklyn, NY 11219
(718) 436-1616

Rockford Fosgate
546 S. Rockford Dr.
Tempe, AZ 85281
(602) 967-3565

Sansui USA
4251 Burton Dr.
Santa Clara, CA 95054
(408) 988-2831

SAS/Bazooka
15049 Florida Blvd.
Baton Rouge, LA 70819
(504) 272-7135

Sherwood
14830 Alondra Blvd.
La Mirada, CA 90638
(714) 521-6100

Sony Electronics
Sony Dr.
Park Ridge, NJ 07656
(201) 930-1000

Sound Quest
2950 Lake Emma Rd.
Lake Mary, FL 32746
(407) 333-8900

Soundstream
120 Blue Ravine Rd.
Folsom, CA 95630
(916) 351-1288

Stillwater Designs/Kicker
P.O. Box 459
Stillwater, OK 74076
(405) 624-8510

Stinger
13160 56th Ct., Suite #508
Clearwater, FL 34620
(813) 572-9255

Technics
One Panasonic Way
Secaucus, NJ 07094
(201) 348-7000

Ultimate Sound
138 University Pkwy.
Pomona, CA 91768
(909) 594-2604

Velodyne Acoustics
1070 Commercial St., Ste. 101
San Jose, CA 95112
(408) 436-7270

Volcano/Stanford Acoustics
470 Stanford Ave.
Danville, KY 40422
(606) 236-4050

Xtant Technologies
7901 E. Pierce St.
Scottsdale, AZ 85257
(602) 970-9900

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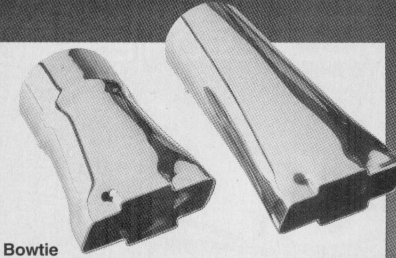
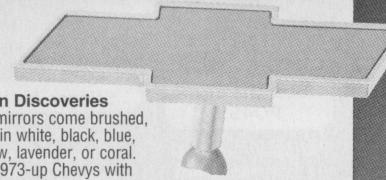


Bowtie Chrome Exhaust Tips
Heavy gauge steel tips with show-quality chrome finish. Weld-on installation.
BKD-600CR 6" long x 2½" dia. $29.95
BKD-778CR 8" long x 2¼" dia. $29.95



Bowtie Rearview Mirrors from Bill Kuhlmann Discoveries
Eight inch aluminum mirrors come brushed, polished, or anodized in white, black, blue, red, teal, purple, yellow, lavender, or coral. The mirrors fit most 1973-up Chevys with glue-on windshield mount mirror.

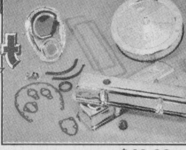
BKD-87394	Brushed	$89.95
BKD-87394P	Polished	$99.95
BKD-87394W	White	$99.95
BKD-87394K	Black	$99.95
BKD-87394B	Blue	$99.95
BKD-87394R	Red	$99.95
BKD-87394T	Teal	$99.95
BKD-87394U	Purple	$99.95
BKD-87394Y	Yellow	$99.95
BKD-87394L	Lavender	$99.95
BKD-87394C	Coral	$99.95

OPTIMA BATTERIES
THE ULTIMATE STARTER

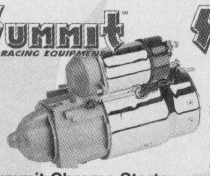
OPTIMA® Batteries
Unique Spiral Cell® construction makes a durable battery that cranks out the amps, even at the track. The zero-maintenance OPTIMA puts out 800 cold-crank amps, can be mounted in any position, and is 100% sealed. 120 minute reserve capacity.
ULT-800SPB Top posts, 9¹⁵⁄₁₆" x 6⅞" x 7¹³⁄₁₆" $139.99
ULT-800UPB Top and side posts, 9¹⁵⁄₁₆" x 6¾" x 7¹³⁄₁₆" $139.99

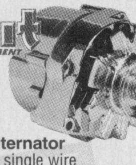
TRICK OUT YOUR RIDE AND

DRESS UP



Summit Chrome Engine Kit for Small Chevy
High luster chrome dress up kit. The kit includes a chrome air cleaner, valve covers, breather, gaskets, timing chain cover, tab, front seal and bolts.
SUM-CSUM103 ....$48.39



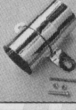


Summit Chrome Starter
A show quality chrome starter rebuilt to OEM specs. For Chevys with 168 tooth gear.
SUM-G1668 ....$99.99

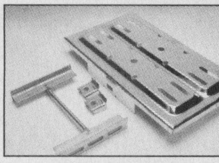
Summit One Wire Chrome Alternator
A brand new single wire chrome alternator with self energizing voltage regulator. Rated at 63 amps. Fan and groove pulley included.
SUM-G1666 ....$114.99

Summit Carburetor Return Springs
Safer & better looking than single spring types.
SUM-G1320 Chrome $7.50
GAR-09015 Gold $12.95

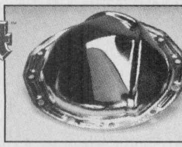
Chrome Coil Cover
Our universal fit chrome coil cover looks a heck of a lot better than that homely factory coil. We even give you the matching bracket.
SUM-G3861 ....$4.39



Chrome Oil Filter Cover
Our chrome oil filter cover has nice triple plating of chrome and installs with a single set screw. 5⁵⁄₁₆" tall
SUM-G3860 ....$7.39

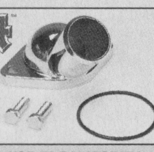


Summit Stainless Steel Battery Tray
Polished tray measures 7¼" W x 13⅜" L. H-style hold down bracket included.
SUM-G1201 ....$26.99



Summit Rear End Cover for GM 12-Bolt
Chrome plated steel cover comes with chrome hardware. Fits 8.875" passenger car 12-bolt.
SUM-G3875 ....$26.39

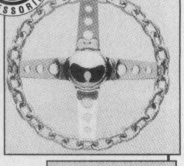
Summit Flywheel Dust Cover
Chrome cover fits most Turbo 350/400 transmissions with 2⅞" starter slot.
SUM-G3883 ....$26.69



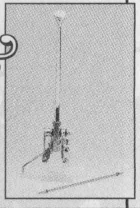
Summit O-Ring Water Necks for Small Chevy
Chrome plated necks have O-ring seal to prevent leaks. Bolts included.
SUM-G3800 Early model $8.99
SUM-G3801 Late model $8.99
SUM-G3802 *Straight up*..........$12.99

SOME PARTS ARE NOT LEGAL FOR SALE OR USE IN CALIFORNIA ON ANY POLLUTION CONTROLLED MOTOR VEHICLES

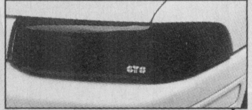
DRESS UP



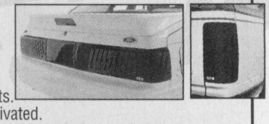
Grant Chain Style Steering Wheels
Classic design in chrome or gold finshes. Requires installation kit, sold separately.
GRT-740 Chrome, 11" dia., 3½" dish $67.69
GRT-741 Chrome, 10" dia., 5½" dish $65.69
GRT-841 Gold, 11" dia., 3½" dish $109.39



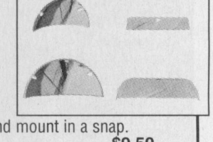
Lokar Street Rod Shifters
Specify brushed aluminum, black anodized or Hi-Tech tapered knob when ordering.
LOK-ATS6350B TH-350, 16" L $167.99
LOK-ATS6350C TH-350, 12" L $164.99
LOK-ATS6400A TH-400, 23" L $177.99
LOK-ATS6400B TH-400, 16" L $167.99
LOK-ATS6400F TH-400, 6" L..............$164.99
LOK-ATS60C6A Ford C-6, 23" L...........$177.99



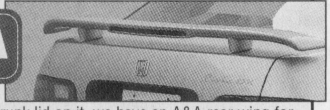
GTS Headlight Covers
Made from aircraft grade acrylic and attach with adhesive for that cool subdued look. Check local laws before ordering.
GTS Headlight covers—specify smoke or clear..........$32.95
GTS Smoke turn signal covers $26.99



GTS Blackout & Tailblazer Lenses
Black molded acrylic covers clean up the back end of your vehicle by covering the taillights. Lights shine through when activated. Install without drilling. Check local laws before ordering.
Blackouts $59.99
Tailblazers $60.99



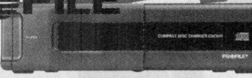
Trans-Dapt Headlight Half-Shields
Here's how to give your common headlights a custom look. Made from stamped steel and given a deep chrome plating, they're sold in pairs and mount in a snap.
TRD-9511 5¾" round $9.50
TRD-9512 7½" round $10.50
TRD-9690 4" x 6" rectangular $9.50
TRD-9691 6" x 8" rectangular $10.50



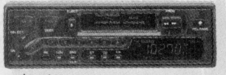
A&A Rear Wings
If your vehicle has a trunk lid on it, we have an A&A rear wing for it. Made from a high tech, rigid urethane foam, the universal wings come in two lengths—56¼" and 53¼"—and are available with a 60 LED light or unlighted. The wings have a gray primer finish so you can paint yours to match your car.

Unlighted		
ANA-3051	51", curved two-pedestal	$85.99
ANA-2007	53", straight two-pedestal	$85.99
ANA-3021	53", semi-curved two-pedestal	$85.99
ANA-3053	53", curved two-pedestal	$85.99
ANA-2006	56½", straight two-pedestal	$85.99
ANA-3020	56", semi-curved two-pedestal	$85.99
ANA-3056	56", curved two-pedestal	$85.99
ANA-3060	60", curved three-pedestal	$85.99
Lighted		
ANA-2009	53", straight two-pedestal	$110.95
ANA-3033	53", semi-curved two-pedestal	$110.95
ANA-2008	56½", straight two-pedestal	$102.95
ANA-3032	56", semi-curved two-pedestal	$110.95

AUDIO



Profile Pro-Link 6-Disc CD Changer
Compatible with any Profile Pro-Link head unit. Mounts vertical, horizontal, or 45°. 8x oversampling filter, 1 bit D/A converter. 11" x 7½" x 3".
PCE-CDC600 ....$258.99

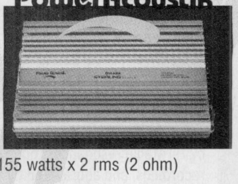


Power Acoustik AM/FM Head Units with Auto Reverse Cassette
- Electronic controls
- Electronic tuner with 24 presets and auto memory
- Auto reverse cassette
- 4 channel high power (36 watts x 2 rear, 15 watts x 2 front)
- RCA line out and CD input jack
- Wireless remote control

PAE-PA-933RT3 Petrified wood finish $165.99
PAE-PA-932RT2 Rosewood finish $165.99

Power Acoustik Amplifiers
200 Watt Four Channel Amp
- 4 channel x 40 watts/channel, 200 watt max
- MOS FET, 0.05 THD
- 2 or 4 channel switchable
- Gold RCA connectors
- Therma-cool heat sink

PAE-CH4-200X $75.99



400 Watt Two Channel Amp
- 125 watts x 2 rms (4 ohm) or 155 watts x 2 rms (2 ohm)
- 400 watts bridged
- MOS FET, 0.03 THD/95 Db signal to noise ratio
- 40 Hz to 150 Hz adjustable crossover
- Gold RCA connectors
- Pulse width modulation circuitry
- Therma-cool heat sink

PAE-CH2-400 ....$136.69

Power Acoustik 800 Watt 4 Channel MOS FET Amp
- 125 watts x 4 rms (4 ohm) or 155 watts x 4 rms (2 ohm)
- 400 watts x 2 bridged
- MOS FET, 0.02 THD/95 Db signal to noise ratio
- Built-in variable 2-way crossover
- Pulse width modulation circuitry
- Thermal and short circuit protection

PAE-A4-800 ....$220.99

Power Acoustik 4" Midrange Speaker
- 3/4" voice coil
- 60 watts max input at 4 ohm
- 150 Hz to 10 kHz response

PAE-XPS-105 ....each $14.39

Power Acoustik Dome Tweeter
30 watt tweeter has 1/2" voice coil, 10 Hz-20 Hz response. 1.5 oz. magnet, 4 ohm. Surface or flush mount. Sold individually.
PAE-XPS-101 ....$7.69

Power Acoustik Subwoofers
10" Subwoofer
- 2" voice coil
- 150 watts max input at 4 ohm
- 30 Hz-4kHz response
- 60 oz. magnet

PAE-XPS-1060 ....each **$44.99**

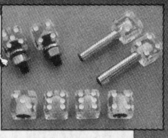
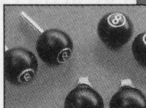
12" Subwoofer
- 2" voice coil
- 175 watts max input at 4 ohm
- 25 Hz-3kHz response
- 70 oz. magnet

PAE-XPS-1270 ....each **$53.99**

TRANS-DAPT AUTOMOTIVE ACCESSORIES

Trans-Dapt Dice and 8-Ball Valve Stem Caps and Door Lock Knobs

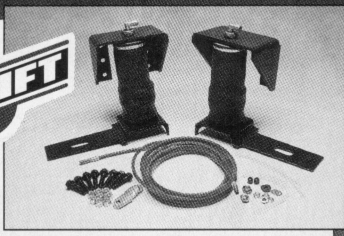
You'll have people looking at your tires and doors twice when they see these stem caps and knobs on your ride.

Valve Stem Caps, Set of 4
TRD-9970 White dice TRD-9976 Red dice
TRD-9971 Black dice TRD-9991 Clear dice
TRD-9972 Blue dice TRD-9994 8 balls
Your choice..**$7.99**

Door Lock Knobs, Set of 2
TRD-9977 White dice TRD-9983 Red dice
TRD-9978 Black dice TRD-9992 Clear dice
TRD-9979 Blue dice TRD-9995 8 balls
Your choice..**$9.39**

AIR LIFT



Air Lift SlamAir Systems
Carry heavy loads in your slammed truck! System uses air springs between frame and rear leaf springs. Fits trucks lowered from 2"-7", even with notched frames and flipped axles.
AIR-59103 Sidemount system for 1/2 to 1 ton pickups; **$165.99**
AIR-59102 Under-frame mount for mini pickups............**$165.99**

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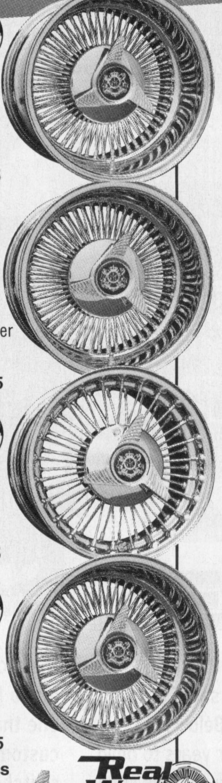
Bozrah, CT

WHEELS



Real Wire 800 Series Wire Wheels
- 100 all-chrome spokes and nipples
- Chrome pan with fluted Cobra spinner
- Reverse offset
- 13 x 7, 14 x 7, 15 x 7, 15 x 8

Each..**$229.95**

Real Wire 400 Series Legend Reverse Wire Wheels
- Alternating gold and chrome spokes
- Chrome pan with fluted Cobra gold spinner
- Reverse offset
- 13 x 7, 14 x 7, 15 x 7, 15 x 8

Each..**$315.95**

Real Wire Viper 850 Series Wire Wheel
- 50 all-chrome spokes and nipples
- Chrome pan with fluted Viper spinner
- Reverse offset
- 13 x 7, 14 x 7, 15 x 7, 15 x 8

Each..**$175.95**

Real Wire Legend Reverse Wire Wheels
- 100 alternating gold/chrome spokes
- Chrome pan
- Fluted 3-prong gold Cobra spinner
- Reverse offset
- 13 x 7, 14 x 7, 15 x 7, and 15 x 8

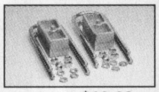
Your choice..**$315.95**

Extra Spinners for Real Wire Wheels
Specify Viper or Cobra spinner design.

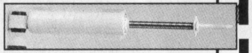
3-Prong Chrome Spinner
RWI-WSC075..**$19.95**
3-Prong Gold Spinner
RWI-WSC075G..**$39.95**
4-Prong Chrome Spinner
RWI-FANG..**$19.95**
4-Prong Gold Spinner
RWI-FANGG..**$39.95**

SUSPENSION

Summit Front Drop Spindles
Slams your vehicle 2" and maintains the factory steering geometry.
SUM-G705 1982-91 S-10/15 pickup, Blazer/Jimmy, 1979/87 Monte Carlo, El Camino, Cutlass/422 ....**$144.95**
SUM-G703 1973-87 Chevy 1/2 ton pickup w/heavy duty rotors **$234.99**
SUM-G706 1988-91 Chevy 1/2 ton ext. cab pickup....**$186.69**
SUM-G707 1988-91 Chevy 1/2 ton std. cab pickup ...**$186.69**



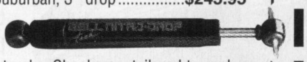
Summit Lowering Blocks
Slam your mini or mid-sized truck with our 2.25" x 4.875" aluminum blocks. Hardware included. NOTE: Blocks should be as wide as your leaf springs.
SUM-G906010 1" Block kit..**$18.69**
SUM-G906020 2" Block kit..**$21.69**
SUM-G906030 3" Block kit..**$23.39**



Summit Sport Truck Shocks
Designed for lowered trucks, these nitrogen gas-filled shocks have a 1⅜" piston bore and variable speed damping to help improve your truck's handling. Polyurethane bushings included.
Most applications..each **$25.69**

BELL tech

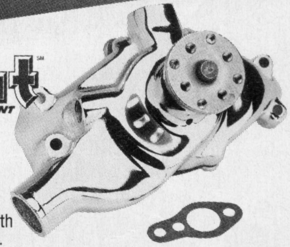
Bell Tech Lowering Components for GM Vehicles
Components for GM Intermediate
Fits 1980-81 Buick Century/Pontiac LeMans, 1980-87 Buick Regal/Chevy Malibu, El Camino, Monte Carlo SS/Pontiac Grand Prix, 1980-84 Olds Cutlass/442, 1982-86 Pontiac Bonneville.
BEL-2100 Front spindles, 2" drop **$154.50**
BEL-5100 Rear springs, 1½" drop **$134.95**
BEL-2200 Front spindles, 2" drop **$275.99**
Front Spindles for Chevy/GM Truck
BEL-2100 1982-92 S-10/S-15, 2" drop....................**$154.50**
BEL-2400 1988-92 1/2 ton, 2" drop........................**$204.50**
BEL-2500 1988-92 1/2 ton extended cab, 2" drop **$204.50**
BEL-3100 1973-87 1/2 ton 1973-90 Blazer/Suburban, 3" drop..........**$245.95**



Bell Tech Nitro Drop Shocks
Nitrogen gas filled shocks designed just for slammed trucks. Shocks are tailored to each vehicle and amount of drop, polyurethane bushing included.
Most Chevy/GMC and Ford ....each **$36.50**

COOLING

SUMMIT RACING EQUIPMENT



Summit Chrome Water Pumps for Small Chevy
Brand new pumps with shiny chrome plating.
SUM-G1662 Short style pump..**$98.69**
SUM-G1662-L Long style pump..**$99.99**

FREE Shipping!
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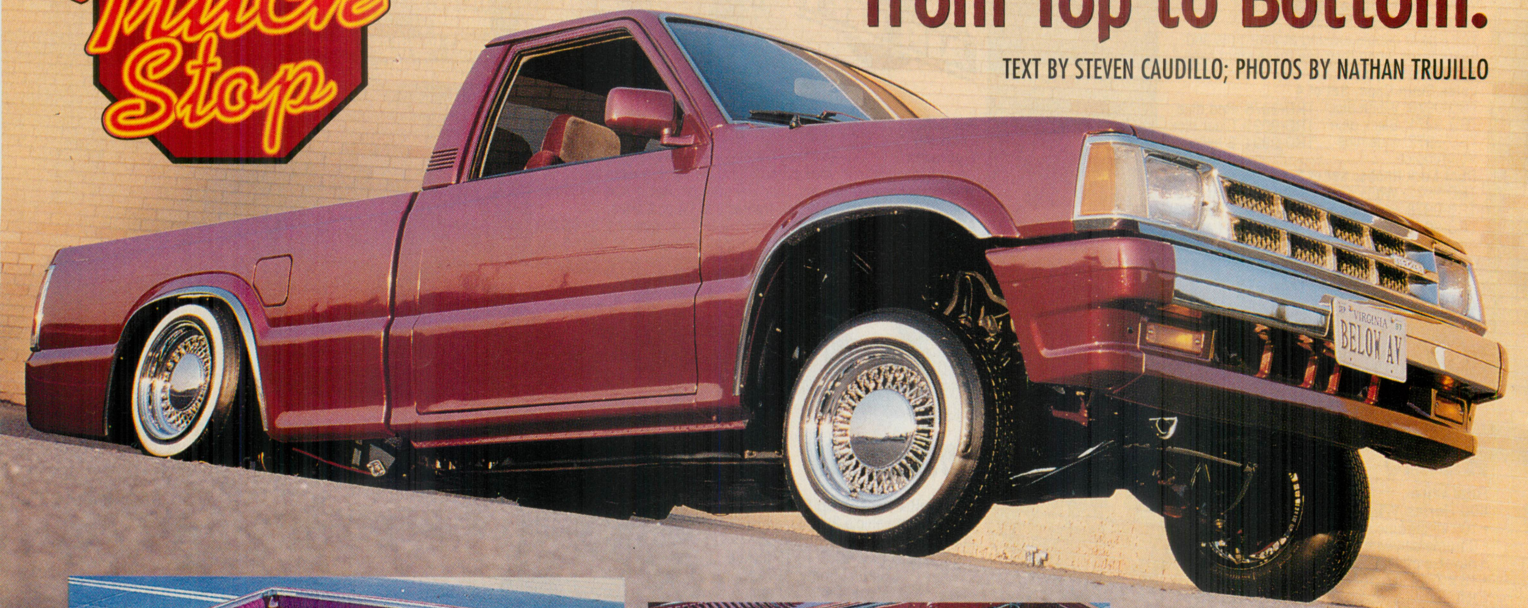
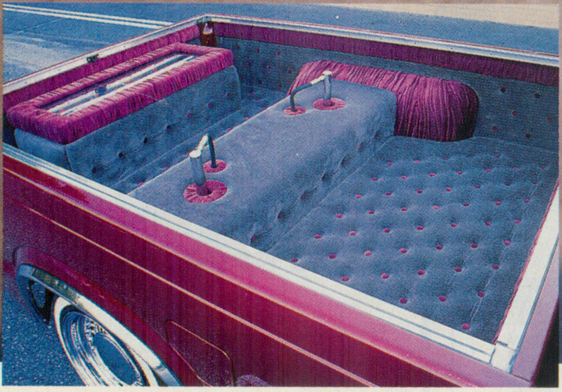
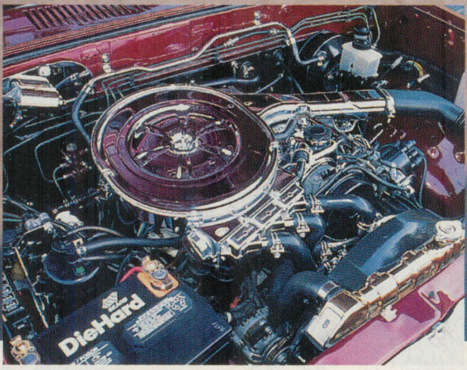
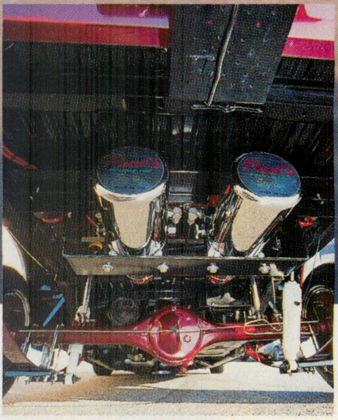
Mazda Mini Carries Detail from Top to Bottom.

TEXT BY STEVEN CAUDILLO; PHOTOS BY NATHAN TRUJILLO









BELOW AVERAGE

From the West Coast to the East Coast, quality lowrider-style rides keep popping up, and this '86 Mazda B-2000 mini-truck built by Chris Moorefield of Collinsville, Virginia, is a prime example of the emerging style. This East Coast lowrider, named "Below Average," is not subpar in quality or craftsmanship, though there's little doubt that it sits lower than the *average Virginia truck.*

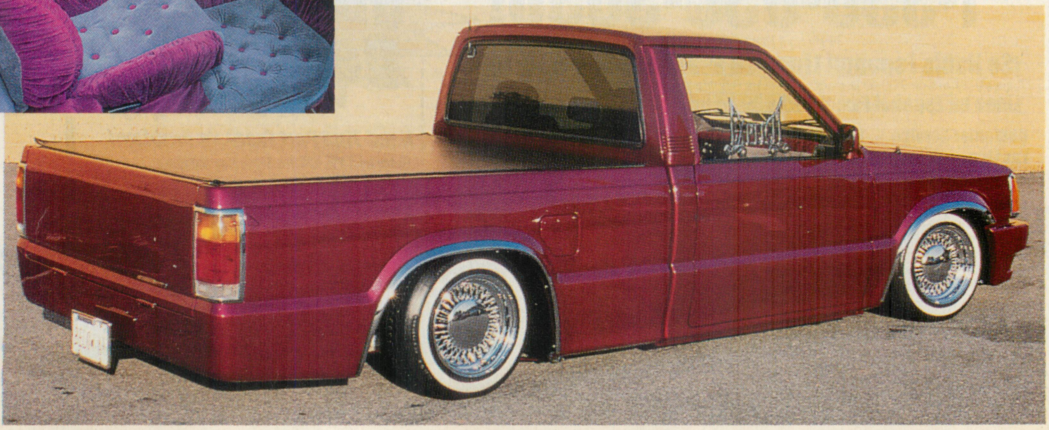
A member of Explicit Car Club from Danville, Virginia, Chris doesn't care to limit his cruising territory to just the state of Virginia. He often travels to nearby High Point, across the state line in North Carolina. "I cruise it everywhere," said Chris.

Don't let the name Below Average fool you, Chris took four years to build the Mazda into an above average show winner. Chris has entered many shows, taking several trophies for Best Interior and Best of Show. He says that Below Average consistently places among the top three.

When Chris began his project, he knew that he wanted to transform the stock truck into a lowrider. Not just a truck that would sit low, but one that would be equipped with a custom hydraulic setup, with switches capable of hitting front and back, side-to-side, and even the radical three-wheel motion.

The Mazda didn't have to go into a specialized shop for the hydraulics installation. With a little research, Chris managed to do the job himself. Looking for a quality setup that would

Continued on page 65



Model: Shelley Coats

If you had never built a custom ride before, what would be a good start? How about a cool truck? A mini-truck, perhaps! Despite what trendsetters say about Euros gaining speed, there are still owners out there expressing their automotive creativity in more traditional ways.

Take 25-year-old Joe Estrella of Fillmore, California. Joe owns this '90 Nissan Hardbody, which was his first custom vehicle and the beginning of his cruising life. It was also the ride that got him approval into the Royal Impressions Car Club.

"Keep It Live" began life totally stock from the showroom floor, new smell and all, but that was about to change with a stronger frame, juiced hydraulics, new paint and interior upholstery that Joe's girlfriend, Marcy, just couldn't resist. It was intended to be another smooth Royal ride to caravan through a park on a cool Sunday afternoon.

Joe had metalsmith George "Munchies" (Santa Paula, California) reinforce the frame with strong metal

Keep It Live

Joe's smooth Hardbody is here to pump you up.

TEXT AND PHOTOS BY NATHAN TRUJILLO

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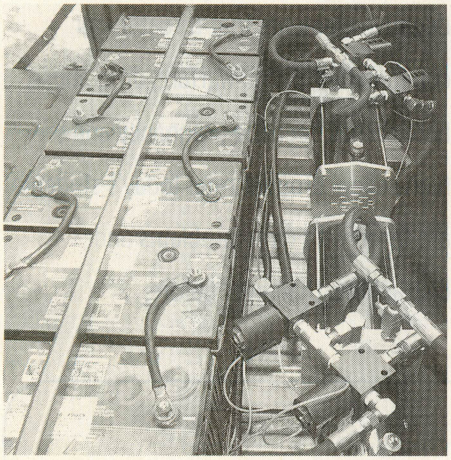
Keep It Live

strips less than an inch wide. Obviously, Joe wanted increased clowning strength when rollin' on three wheels or going head-to-head in dark parking lots.

While still under construction with the framework, Joe enlisted the help of hydraulics installer Abel Aguilera of Unida/Wicked Hydraulics (Simi Valley, California) based on his high level of expertise. Abel wrenched Pro Hopper equipment triggered by a 10-switch box good enough for a very strong impression.



It was under the same roof that George primered the Hardbody and painted it candy Oriental blue—no drips included. Yes, that is a fine paint job, but it needed something extra and artist Tony Alvares (Oxnard, California) provided the desired effect of magical wizards, fighting dragons, potion-guzzling demons and an Aztec temple guarded by its protector.

What looks good on the outside was well matched on the inside by Carlos Barrios at Superior Interior (Camarillo, California) and the mirror work was stitched in by David's Custom Upholstery (Oxnard). With precision and purpose, light and dark blue tuck and roll upholstery was placed on the dash and headliner. The biscuit-tucked and button-secured bench seats are worth a comfortable bounce. Turning to the outside, the bed reveals more fine upholstery work with more mirrors and colorful velour to please the eye and collect points whenever in competition.

What also gives Joe the edge on points is that there are no loose wires under the dash or below the stereo system to flirt with; the interior is all neatly upholstered and unsightly wires are nowhere to be seen. The wood shifter goes well with the polished Grant steering wheel. It's all custom, just for Joe's taste, and it's no stretch from the steering wheel to the Panasonic AM/FM/CD player cleanly wired to Pioneer mids and tweeters in the cab.

Joe's truck has gained respect in and around Fillmore. Keep It Live has a reputation as a strong, streetable, semi-custom ride that would give any truck-lover the motivation to work on his own pride and joy. The cruising life has been good to Joe so far and, with another ride in line after this one, Joe is going all the way.

TECHSPECS

Keep It Live

Owner	Joe Estrella
Vehicle	'90 Nissan Hardbody
City/State	Fillmore, California
Club	Royal Impressions C.C.
Engine	Nissan 4-cylinder
Setup	Two Pro Hopper pumps, four Delta dumps, six solenoids, 10 switches, six 12-volt Exide batteries
Tires	P155/80-R13 Cooper
Wheels	13x7 Dayton

BELOW AVERAGE

Continued from page 62

give performance and durability, Chris purchased his hydraulic kit from Red's.

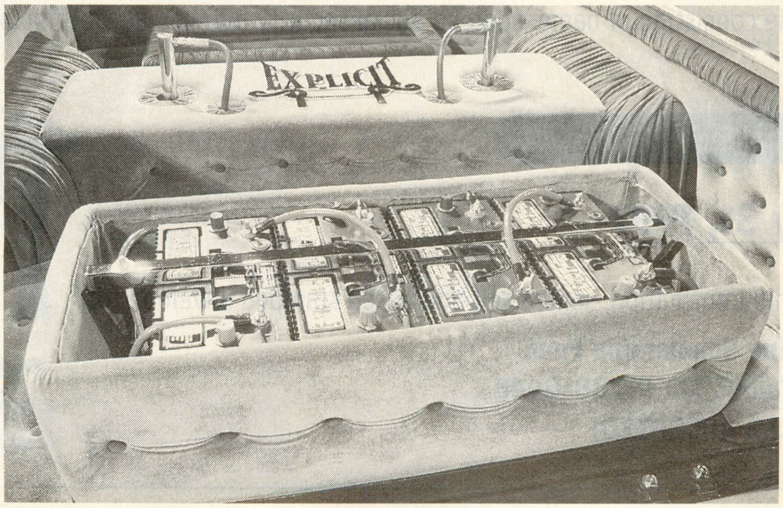
The hydraulic pumps are chromed, as are the 10-inch cylinders. Chris placed the pumps beneath the bed in the rear, and as one observes the detail of the lifts, it is clear to see that the entire undercarriage is detailed. Besides the hydraulic installation, Chris took apart the front suspension, removed the front clip and the truck bed, rearend, driveline and exhaust system to make way for his work on the undercarriage.

The body of the Mazda has a clean look to it, as Chris shaved the stock emblems, shaved the door handles and outside door locks. The tailgate handle was also shaved and filled. Chris added a rear roll pan, and filled the cab and bed seams. The bodywork was done by Ron Harding of Hi Tech Auto Body in Martinsville, Virginia. After all of the modifications to the body were completed, Ron applied Honda red pearl with purple metalflake.

Chris then headed across the state line, and took a 3½-hour drive to L.M. Barbour Upholstery in Smithfield, North Carolina, for the interior. The upholstery complements the exterior with high-grade velour fabric in gray and burgundy. Bucket seats from a '90 Honda CRX replaced the stock bench seat, giving the cab a sport look. From the inside of the cab to the bed, the upholstery flows with quality and style. As the tailgate folds down, more detail is evident with fabric and chrome hinges.

Tucked behind the bucket seats are the speakers, also upholstered with the gray velour. A cellular phone is mounted in the cab, just in case an emergency arises. A sound system was installed by Chris and his brother Jeff. They mounted a Sony unit with a Sony 850-watt amp, giving Below Average a fairly decent sound system for cruising.

Below Average is above average in another area. Under the hood, Chris gave it his best and ran the paint gun across the firewall, fenderwells, radiator housing, and other components, then buffed out the paint until it evenly matched the paint on the body. For detail, the top of the radiator is polished brass, and the engine is topped with chrome and polish. Not bad for a self-taught beginner.



This year, Chris plans to upgrade Below Average in hope of capturing more hard-earned awards. An East Coast lowrider of the highest order, Chris plans to build more lowriders and help out other members of Explicit Car Club. That's the way, Chris.

TECHSPECS

Below Average

Owner	Chris Moorefield
Vehicle	'86 Mazda B-2000
City/State	Collinsville, Virginia
Club	Explicit C.C.-Danville, Virginia
Engine	Stock 4-cylinder
Setup	Two Red's Double Top Styling pumps, four Red's dumps; 10-inch cylinders; five switches; four Sears DieHard RV/Marine batteries
Tires	P155/80-R13 Easyrider (wide whitewall)
Wheels	13x7 Roadster

Announcing the 1997 Lowrider Magazine Scholarship Fund

Lowrider Magazine is proud to announce its Seventh Annual Scholarship Fund, our effort to continue assisting *Chicano/Latino* students in finishing their college education. Across *Aztlán, Chicanos* and *Latinos* are falling out of the educational system much too early in life. Education needs to be the top priority of every family; it is extremely important to advance economically, politically and socially. Failure to get an education results in lost opportunities for ourselves, our families and our communities. Education is the first step toward eliminating the negative elements that threaten our communities: *barrio* warfare, drug abuse, hate crimes, teenage pregnancy and the high school dropout rate. Today's students are faced with more problems and distractions than ever before.

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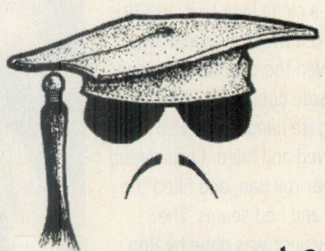

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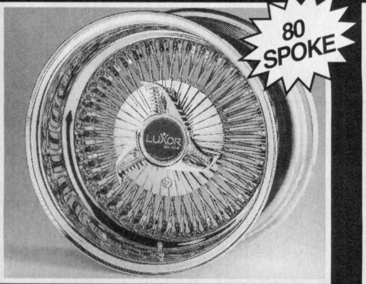

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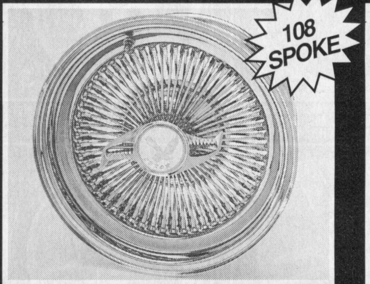

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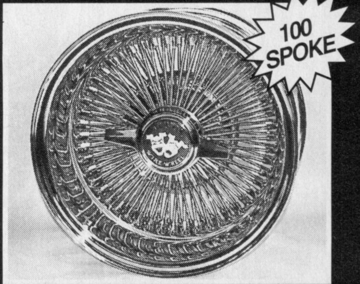

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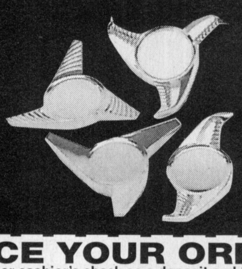

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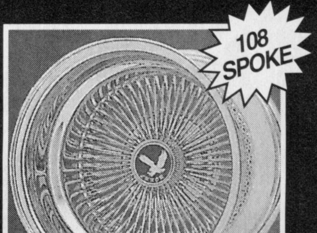

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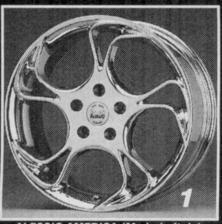

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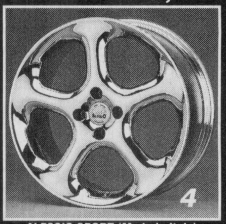

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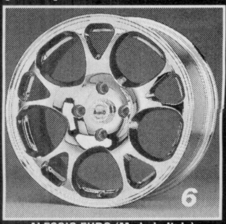

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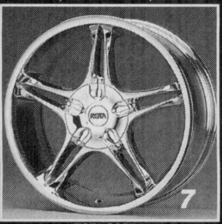

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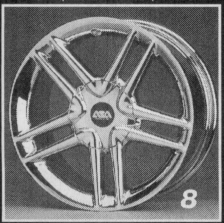

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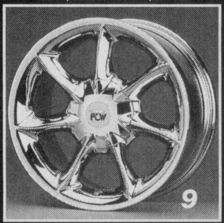

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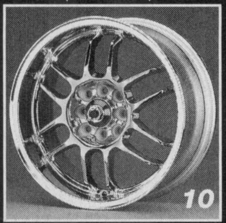

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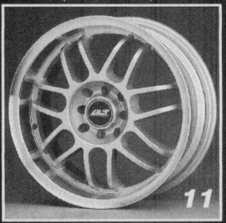

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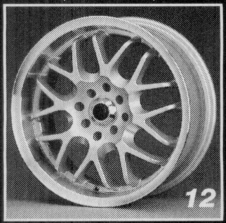

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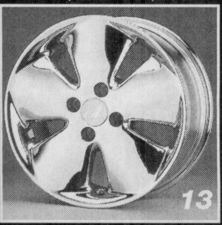

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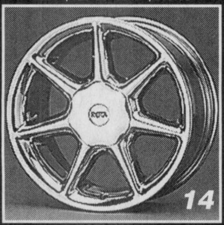

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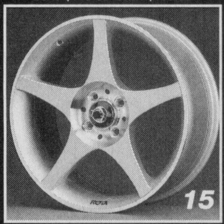

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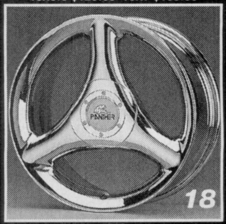

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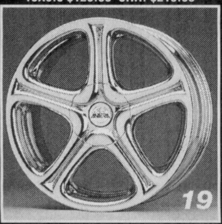

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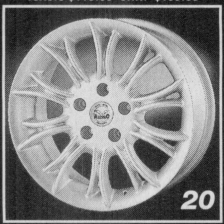

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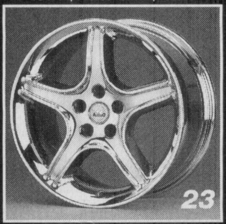

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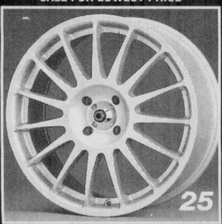

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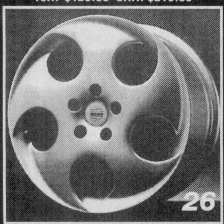

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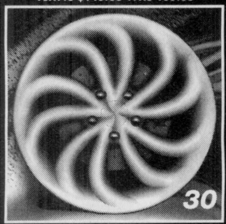

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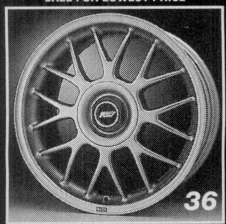

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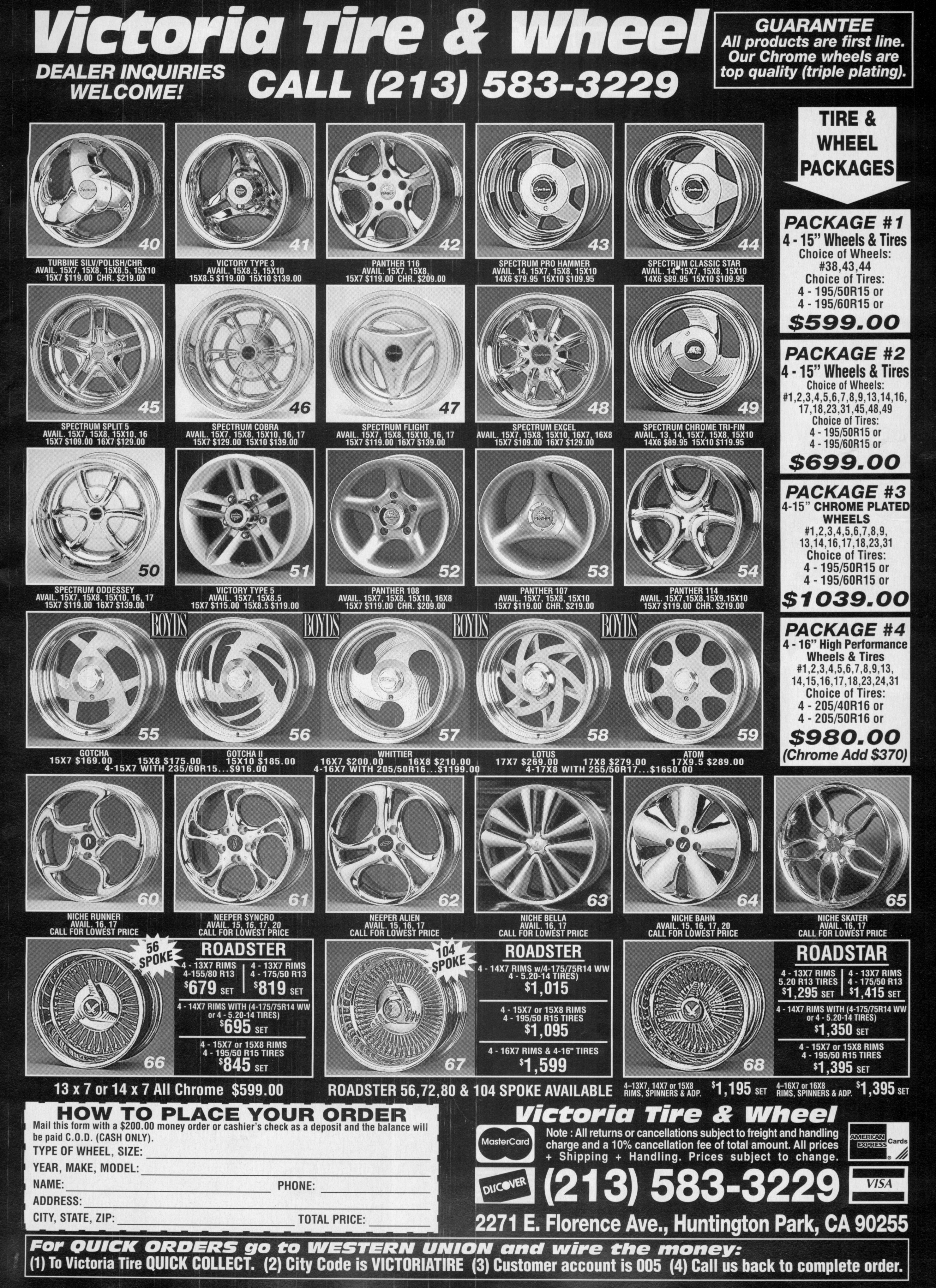
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On the circuit for a few years is David Espinoza and his wicked '73 Chevy Caprice.

Keep an eyes on Juan Ramirez' '88 Honda Accord, "Black Widow."

'97 Chicago W

Showcasing the Finest Wheels in the Windy City.

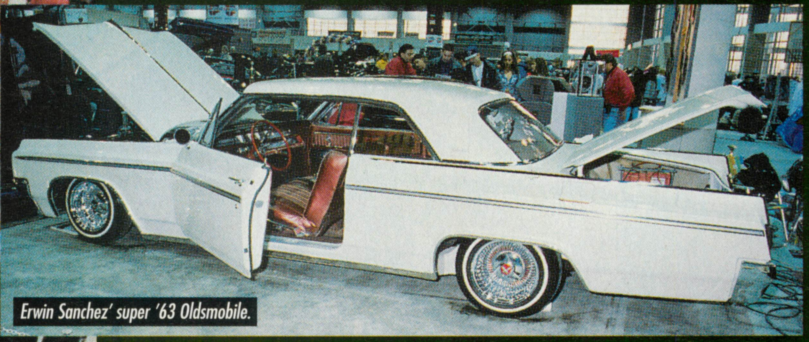
Hector Lopez' "Sub Zero" Dodge Daytona.

TEXT AND PHOTOS BY NATHAN TRUJILLO

For 35 years, the World of Wheels Motorsport Expo in Chicago, Illinois, has been showcasing the finest custom cars in the Midwest. Since the event was first started by the International Show Car Association (ISCA), there have been many winners and many different styles. This year's event on Superbowl weekend, witnessed many up-and-coming high-quality rides and new champions being crowned.

Hot Chicago cars and trucks filled McCormick Place.

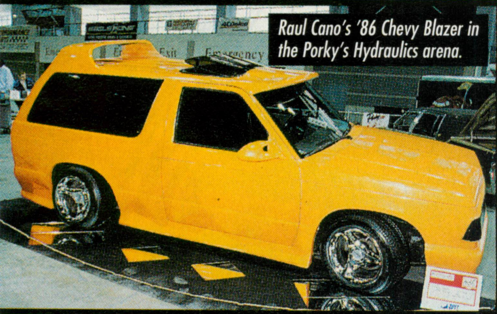
A three-wheelin' '64 up for grabs in Chi-town.



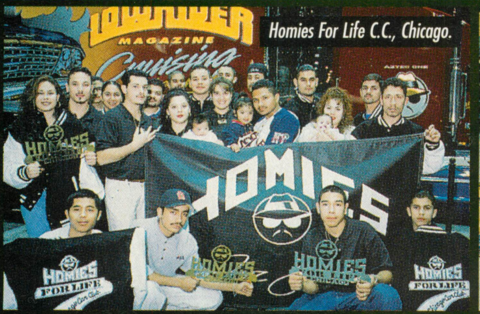
Erwin Sanchez' super '63 Oldsmobile.

Fabulous cars, new and old, made up the lowrider section, located in the south corner of the new McCormick Place show floor. Show promoter Harry Willett told **LRM** what he thinks about the quality of Chicago's highly customized lowriders. "As I am involved with every process of the show, I see every car in the show," he said. "I feel the quality of the show continues to improve

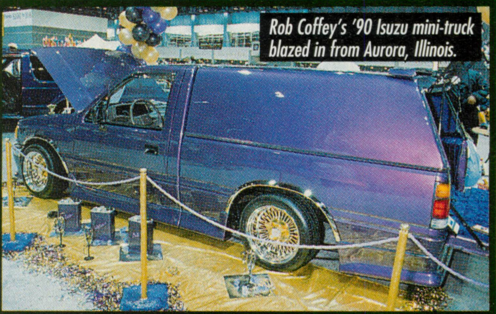
orld of Wheels



Raul Cano's '86 Chevy Blazer in the Porky's Hydraulics arena.



Homies For Life C.C., Chicago.



Rob Coffey's '90 Isuzu mini-truck blazed in from Aurora, Illinois.

David Cerda's '83 Toyota wagon screams high quality.

Jorge Castano's Lowrider Truck of the Year, "Wild Thing 2000," came in from Austin, Texas.

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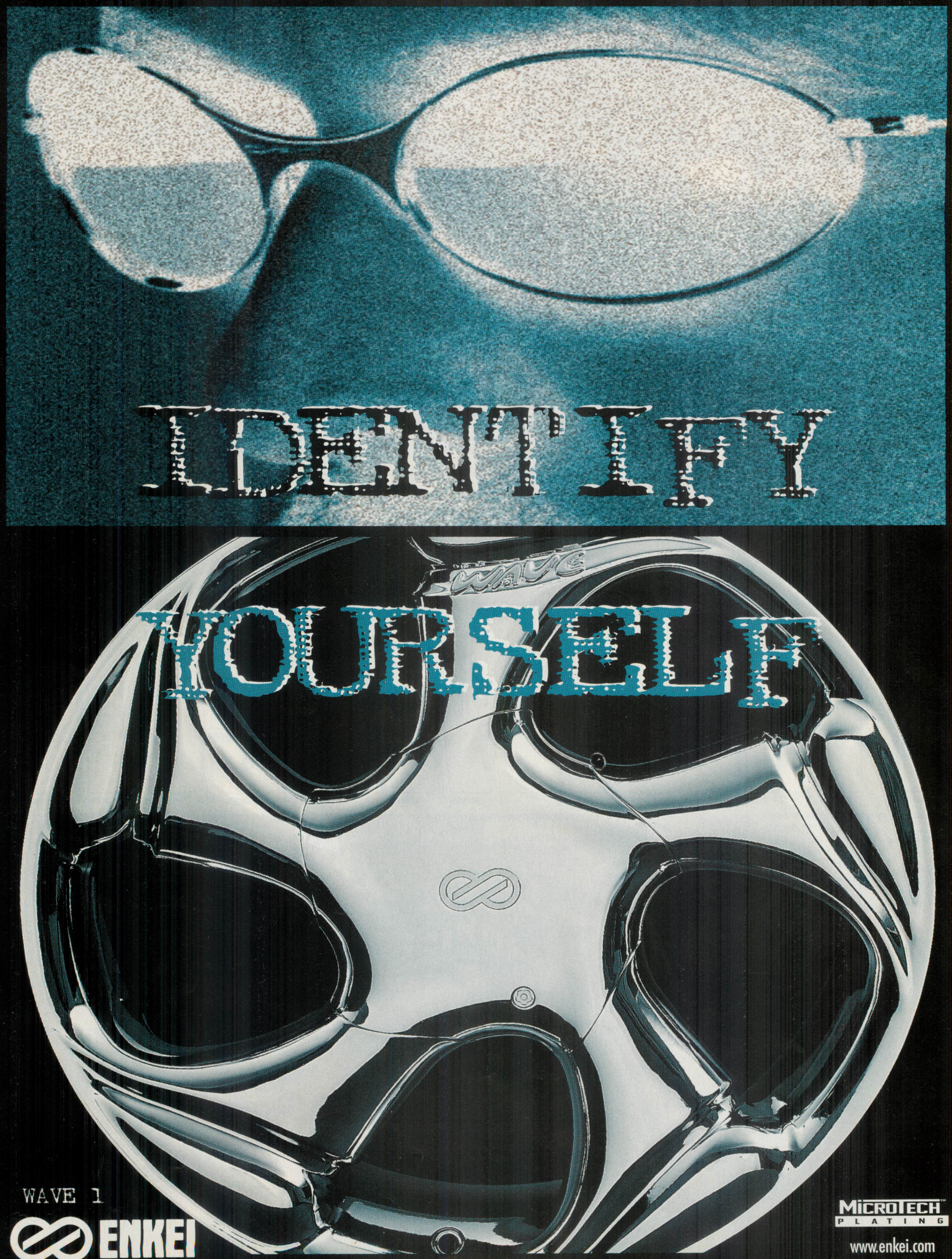

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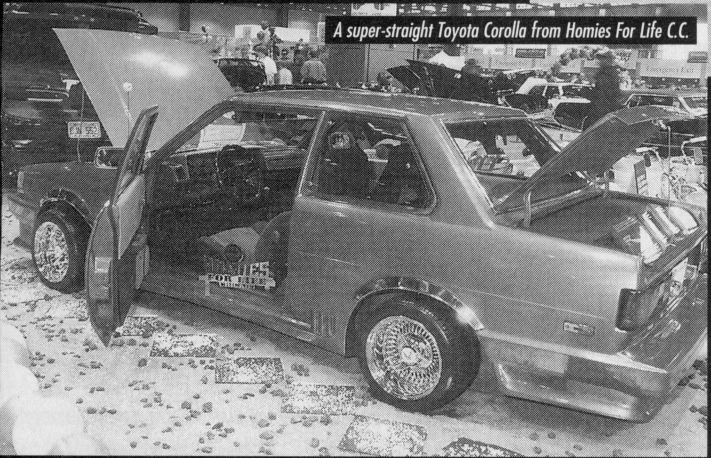
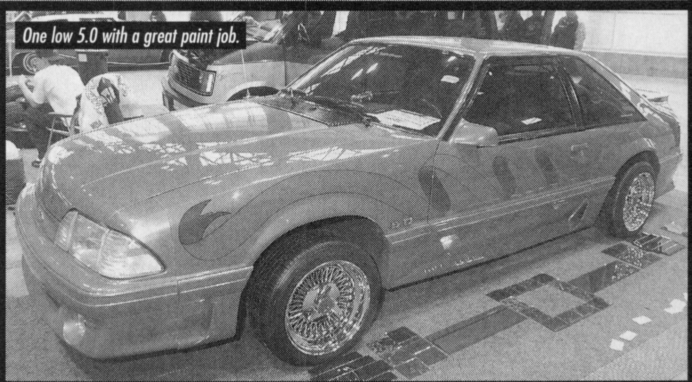
Chicagoans Luis and Monica.

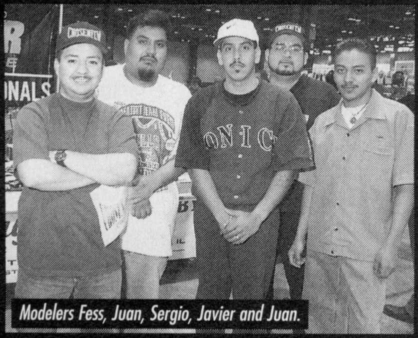
The Lifestyle lineup.



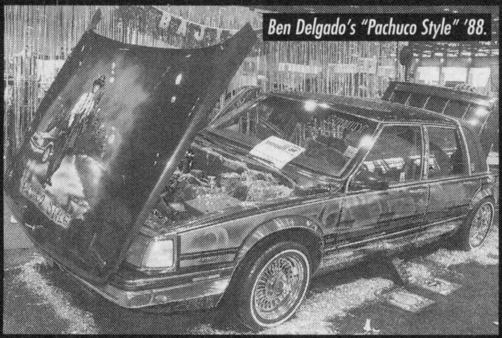
A super-straight Toyota Corolla from Homies For Life C.C.



One low 5.0 with a great paint job.



Modelers Fess, Juan, Sergio, Javier and Juan.

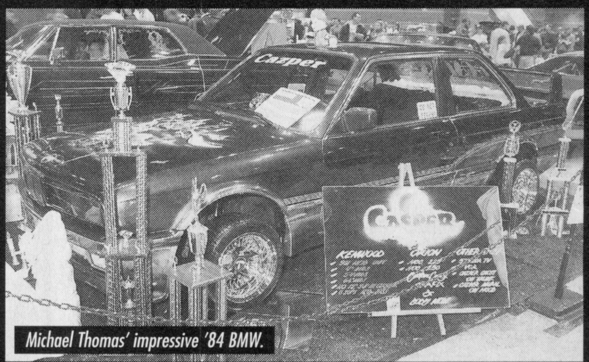


Ben Delgado's "Pachuco Style" '88.

LRM's '39 Chevy "Puro Plata" on display.

Texas Bikini Girls Shantel and Kit.

Vinni and Jesse next to their '90 Cadillac.



Michael Thomas' impressive '84 BMW.

every year, not only the cars, but also the displays."

And, those who showed had to brave cold winter temperatures. The thermometer that January day dipped into the low teens. Still, there were 50 or so cars set up in the normal show and shine routine. Let's not forget that these guys have less warm months to cruise than the rest of the lowrider nation and they make the most of it.

It takes a whole lot of work to haul a custom car and even more in snow-plowed streets, but some defied mother nature to vie for trophies and recognition. Rollin' in as big boys now are guys like First Place Full Custom winner David Espinoza, who flipped his hood in reverse and went all out for the competition; he is hard to beat. Mild Custom winner John Tovar of El Barrio C.C. caused a commotion with his '80 Cadillac, "El Indio." The next job for John is his undercarriage.

The Lowrider Early class was reserved for '60s cars and earlier, and Erwin Sanchez took First Place with his straight-as-an-arrow pearl white '63 Oldsmobile done up in nice fashion. The Late class featured Ben Delgado's '88 Buick from West Chicago, Illinois. These rides and more spelled out the quality **LRM** is looking for in top of line restorations—good work, guys. Other clubs showin' quality rides and enjoying the show were Lifestyle C.C.-Chicago and Ground Force C.C. (sporting black and white letterman jackets with their names in big white letters).

Lowrider Magazine's transport trailer, "Aztec One," was driven in

El Barrio C.C. showed strong.

Steve's full custom '83 Toyota Corolla, "Minotaur."

Tom, Steve and Jimmy make up True Perfection C.C.

John Tovar's '80 Caddy, "El Indio."

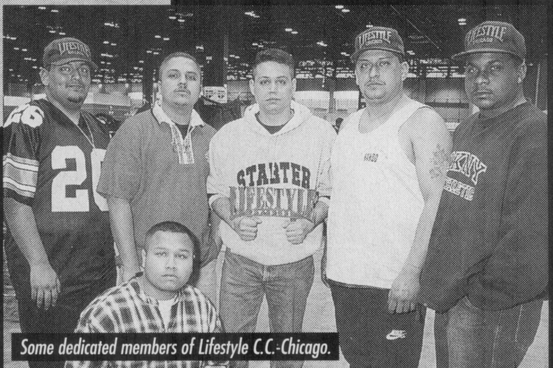
Edwardo Covarrubias restored this candy green '51 Chevy.

Aluma Pro metal cone speakers were stuffed into this Toyota Corolla.

WINNERS: LOWRIDER CARS

Category	Winner
Lowrider Custom Early	Erwin Sanchez
Lowrider Custom Late	Ben Delgado
Lowrider Custom Full	David Espinoza
Lowrider Truck/Van	Javier Flores
Outstanding Display	Jamie Helm

Darwin Perez' "True Illusion" '85 Toyota Corolla.


Some dedicated members of Lifestyle C.C.-Chicago.

by Morgan Cairns and was used as the scenic picture point for **LRM** fans. Making the trip to the Windy City was Jorge Castano's Lowrider Truck of the Year, "Wild Thing 2000," as well as the magazine's '39 Chevy, "Puro Plata," and "Project '64." Even though truck champ Jorge couldn't make the trip to Chicago, he did offer his thoughts about this event and his '89 GMC Sportside from Texas being on tour. "I think it's pretty cool to travel on tour inside Aztec One," Jorge told us. "My project manager, Fernando Reyna, and roadie, Daniel McIntyre, both reported that a crowd surrounded the truck all day long and that the Chicagoans were real friendly towards us *Tejano* boys."

Those who came out to McCormick Place were rewarded with a lot to see and do, aside from the hot cars and trucks. What else was making the lowrider *gente* hop around with excitement? How about the Texas Bikini Team, a shiny display of lowrider bicycles, race-car simulator rides and *Baywatch* actress Gena Lee Nolin.

Summing up the event, promoter Harry Willett was asked to compare the '97 Chicago World of Wheels to last year's show. "I feel that the show this year, because of the support of the local exhibitors and the effort put into displaying their cars, and the presence of *Lowrider* Magazine, helped to make this show well exceed last year's show."

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For Your Eyes Only

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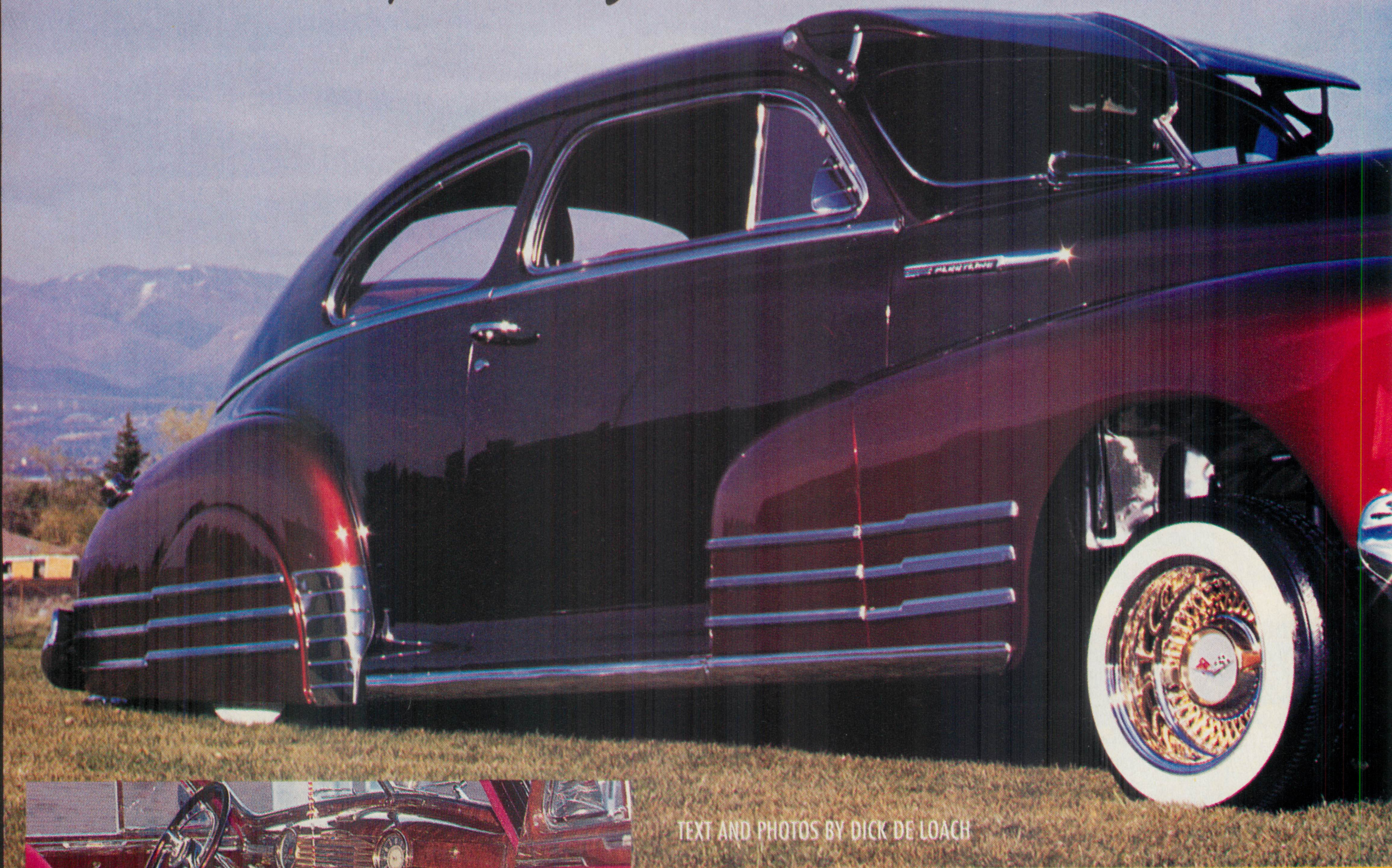
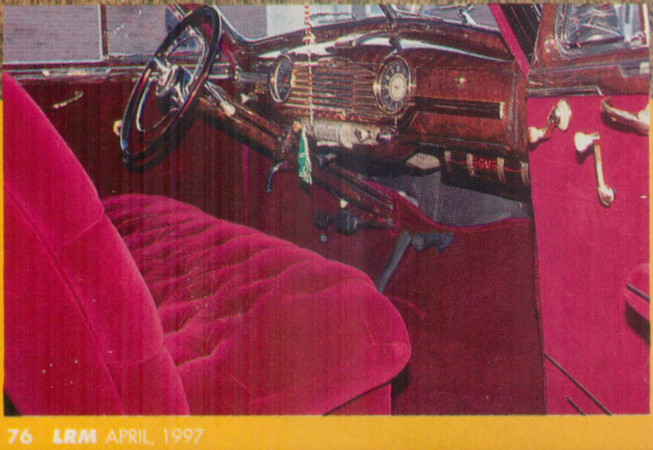
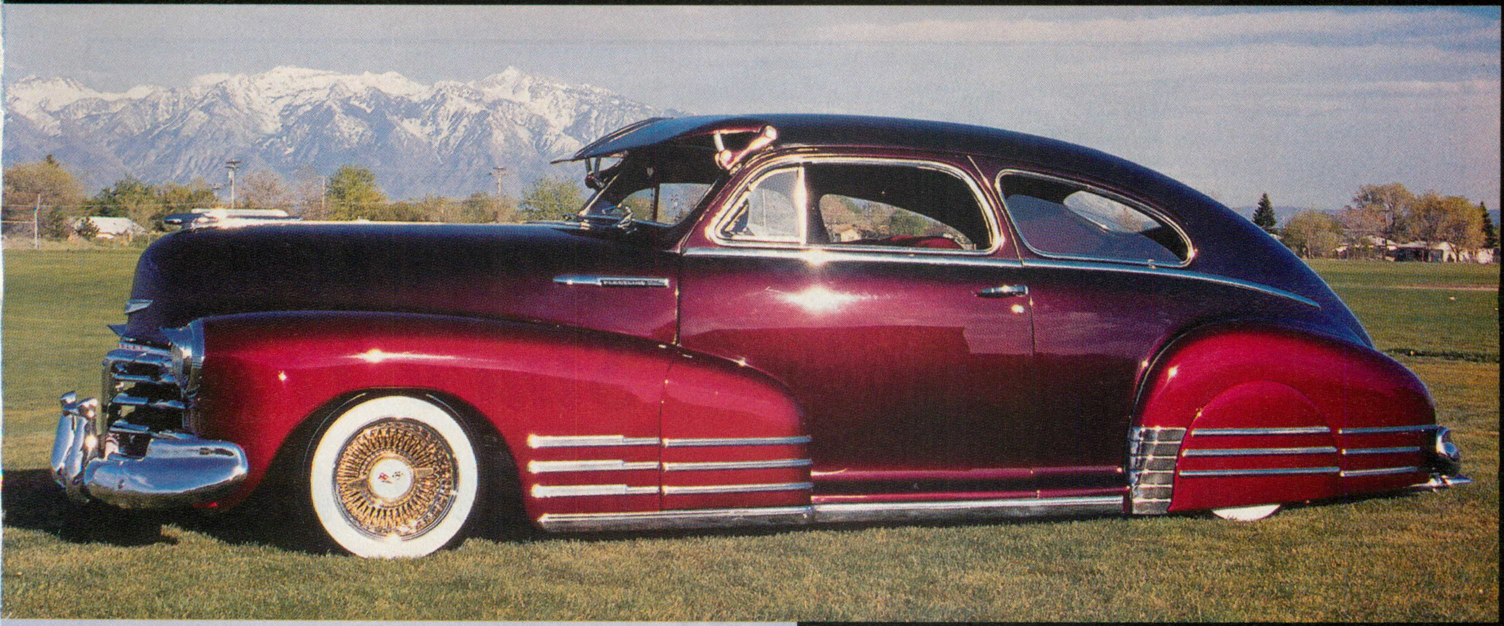
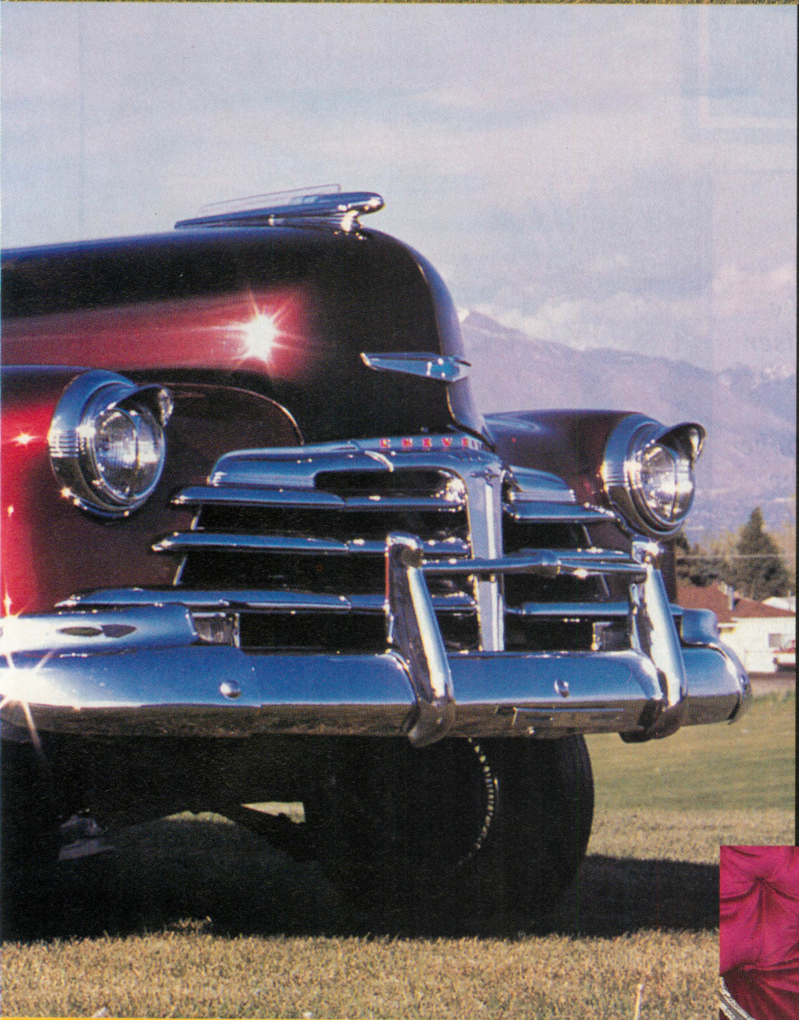


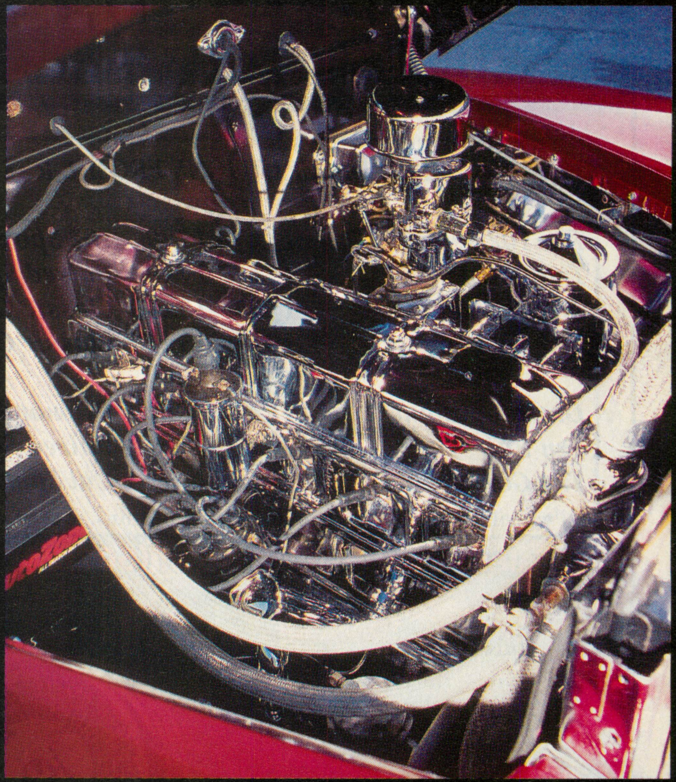
TEXT AND PHOTOS BY DICK DE LOACH

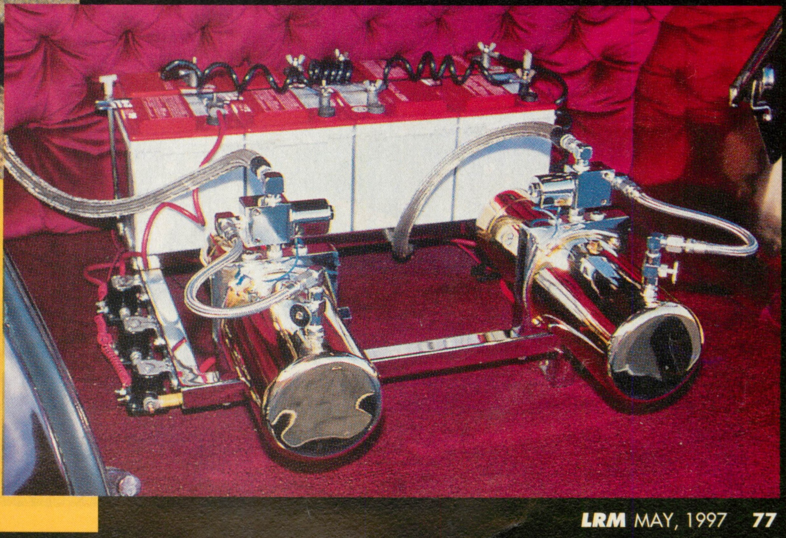


In the foothills of Utah's Great Salt Lake Valley, there's a quiet little town called Kearns. It's basically just like any other suburban community, except for a *big* secret that's been brewing behind closed doors. Now, in an **LRM** exclusive, we expose the secret: "For Your Eyes Only,"









which is the name 29-year-old Mel Garcia gave his *fresco* '48 Chevy Fleetline. It's an appropriate name, too, since the entire project was done "in secret" and kept under wraps until Mel brought it out for **LRM** to capture on film.

The '48 is by no means the first lowrider Mel has built—he also put together a '79 Monte, a '79 Regal and a '90 Escort—it's just his first classic. "All my other cars were late model customs…that's what I was

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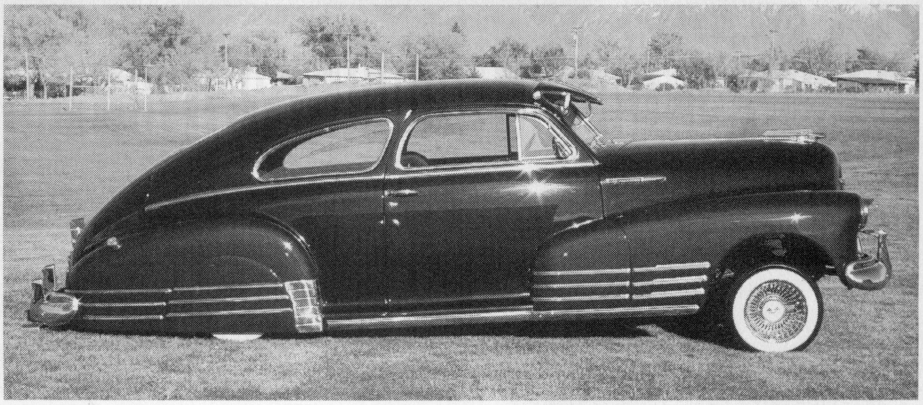
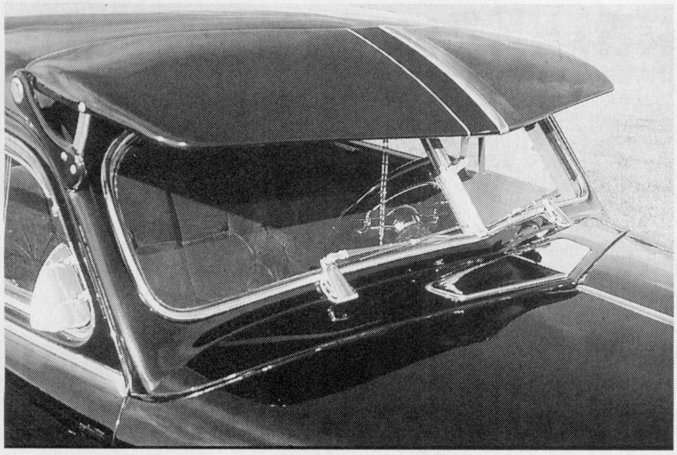
For Your Eyes Only



known for," says Mel. "I always liked *bombas*, but I never had the time or money to do one before." So, when Mel decided to build the Fleetline he kept it to himself. "I kept the whole thing secret…I knew it would shock everyone when I busted out with something so different for me." He was right. Not only were Mel's friends shocked when he rolled the Fleetline out of his garage, they were impressed, with good reason.

Mel only paid $4,500 for the car in the beginning, and it was no cherry. "I knew it needed a lot of work," Mel laments, "but I had no idea just how much until I got into it!" Hours became weeks, weeks became months, but it was finally finished thanks to the efforts of several top customizers, like Steve Garner of Salt Lake Engine in Salt Lake City (S.L.C.), who rebuilt the original straight-six engine and dressed it up with chrome and steel-braided lines.



Steve also installed the hydraulics (purchased from Jeff Martinez at One of a Kind Body Works in Salt Lake City). The *sano* setup sandwiched in the tiny trunk of the two-door includes two Low Riders pumps, two dumps, four deep cycle batteries, eight solenoids, two switches, 6-inch cylinders in front, 8-inch in the back and a set of mini-coil springs. Then, Mel had One of a Kind Body Works mount up a set of gold Roadster wires with 5.20 "gangster" wide whitewalls for the true classic lowrider look.

Props for the flawless bodywork and metal massage go to Doug at Excalibur Auto Body in S.L.C., who gave the painter a smooth surface to spray. For the cool candy coating, Hondo John at Hondo John's Trick Paint in Salt Lake, stepped up. Using House of Kolor paint, Hondo laid down a charcoal gray base topped with candy burgundy on the body, then used a gold base under candy apple red on the fenders.

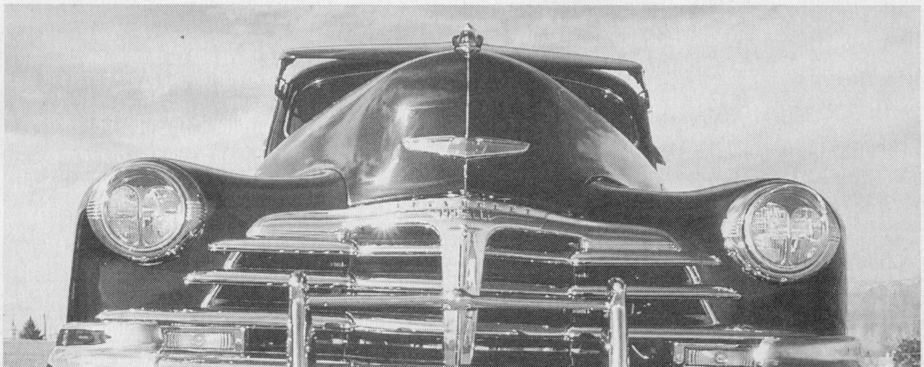
The striking diamond-tufted interior and trunk upholstery is the handiwork of George TaFoya of TaFoya's Customs in West Valley, Utah, which he started by stripping everything. The original seats were taken down to the bare frame then completely rebuilt with new springs, new ticking and covered with elegant fabric in custom patterns. The rest of the interior upholstery complements the classic custom seats and tufted trunk trappings, and the dash, steering wheel and everything else was restored to original.

"Mel drove his *ranfla* to **LRM**'s Denver show and won First Place in his class and Second in Best Bomb Sweepstakes."

Even though For Your Eyes Only is a show stopper, Mel likes to drive his cars and the Fleetline is no exception. As a matter of fact, he drove his *ranfla* to **LRM**'s Denver show and won First Place in his class and Second in Best Bomb Sweepstakes. Not bad for a "daily driver" from the other side of the mountain. *¿Que no?*

TECH**SPECS**

For Your Eyes Only	
Owner	Mel Garcia
Vehicle	'48 Chevrolet Fleetline
City/State	Kearns, Utah
Club	No affiliation
Engine	Stock straight-six
Setup	Two Low Riders pumps, two dumps, 6-inch cylinders (front), 8-inch (rear)
Tires	5.20 "gangster" whitewall
Wheels	13-inch gold Roadster



BY ROBERT JANIS

Constructing a Sound System for a '64 Impala

AUDIO TECH

A '64 Chevrolet Impala! That is sure to cause the heart of a lowrider fan to skip at least one beat. The classic is a common fixture at lowrider shows year after year. Suppose you own that classic ride and you want to showcase it. In that case, you would want to keep the car as stock as possible. If it ain't genuine Chevrolet, then it can't be in this beauty. But, at the same time, this is the '90s and you want a strong, powerful, but clean sound system in the car, too. Is there a way to have both?

Yes. A sound system can be installed to blend into the '60s decor of an Impala. **LRM** worked with two installers to come up with systems using a variety of components that will work better than great in a '64 Impala. Besides that, it is affordable—only $2,500 installed. Furthermore, the systems are designed to produce the most bass for the money and one alternative will even rock the neighborhood as you cruise your favorite boulevard.

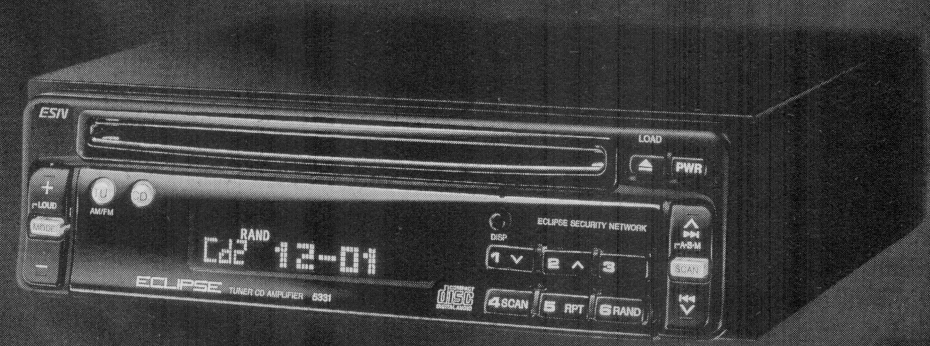
To help us with this project, we enlisted Isaac Goren, owner of Sounds Good Stereo, a car audio retail specialty store in Woodland Hills, California, and David Bran, president of Audio Connection, a four-store specialty chain in the Baltimore, Maryland, area. Both Goren and Bran have been designing and installing car audio systems for 19 years. They have obviously seen a lot of trends come and go, and they have seen the rapid development in the sophistication of product.

Again, the goal was to design a system that comes in at $2,500 installed. The components are to be blended into the decor of the vehicle and the bass is supposed to be strong and rockin'.

PRODUCTS

Since the budget is somewhat restricting, both Goren and Bran decided that some compromises had to be made. For example, instead of putting a lot of money into the speakers or even the head unit, a good portion of the money is going into amplification. "A '64 Impala is not specifically a quiet vehicle," explained Bran. "So, spending too much money on real fine refinements in sound should not be a goal. Instead, I would shoot for a fun, good, clean, loud system. I would prefer to put extra money into amplification rather than speakers. Because the Impala is a large car and a loud car, clean signal and clean amplification is probably going to make a bigger difference than the subtle differences from a really, really refined speaker versus a very good speaker."

Looking at the head unit first, Bran recommends an Eclipse 5331 AM/FM/CD player with CD changer controls. He likes this piece because it has a clean, pre-amp stage. That means that it transmits the audio signal at a relatively high-voltage level. That means a clean signal and better sound. In addition, Bran likes the transport mechanism of the CD player. It is very shock resistant. In fact, according to Bran, Eclipse claims that it can take as much as 3 Gs of shock before the disc will skip. Bran's second choice for a head unit is the Sony CDXC-610 AM/FM/CD player. He noted that it is not as strong on the pre-amp stage as the Eclipse, but it has a three-second skip buffer to eliminate skips.



The Eclipse 5331 AM/FM/CD player with CD changer controls features a transport mechanism that can take as much as 3Gs of shock before the disc will skip.

Goren favors the Alpine CDE-7825 AM/FM/CD player. He based his decision on price and quality for the buck. Moreover, it has a bass/treble preset that memorizes the level for the CD and the radio. So, as you go from one to the other you don't have to keep fooling around with the bass/treble settings.

Next comes the amplifier. Bran suggested that our system have two amplifiers—one to power the highs and mids and one to work the subwoofers. He recommends the Kicker Impulse 354Xi four-channel amplifier or the Rockford 4.6X four-channel amplifier to run the mids and highs. Both amplifiers deliver 30 watts per channel continuous and 60 watts per channel maximum. Each also has a built-in 100-Hz. electronic crossover. The crossover on the Rockford amp is actually a card that plugs into its circuit board. The amp comes with a card that is programmed with a 12-dB slope at 100 Hz. Additional cards are available from Rockford for a cost of about $10. The Kicker amplifier has a variable crossover that is a little

Continued on page 84

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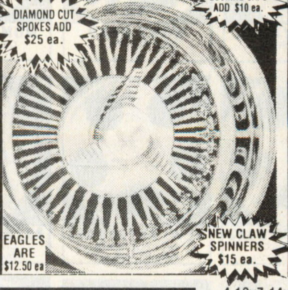
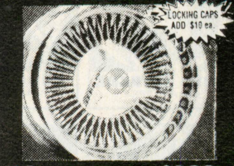


80 SPOKE ROADSTER SPORTER



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4-16x7 Rims, 4-16" Tires .... $1,779 Set

Gold Nipples add $45 Ea. Gold Spokes add $50 Ea.
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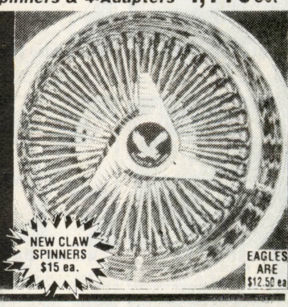
All Gold add $175 Ea.



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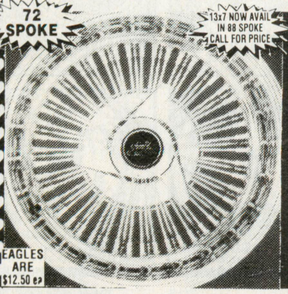

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4-16x7 Rims, 4-16" Tires .... $2,199 Set

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Gold Spinners add $25 Ea. Gold Hubs add $50 Ea.
All Gold add $175 Ea.

All pkgs. include Spinners & Adapters

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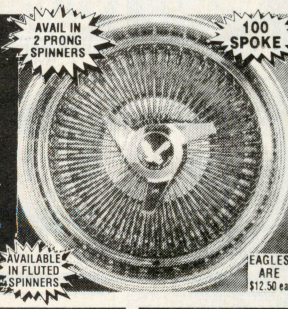
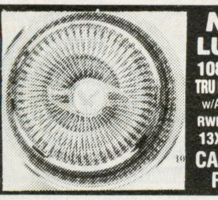
4-16x7 Rims, 4-16" Tires .... $2,329 Set

Gold Nipples add $45 Ea. Gold Spokes add $135 Ea.
Gold Spinners add $25 Ea. Gold Hubs add $50 Ea.
All Gold add $175 Ea.





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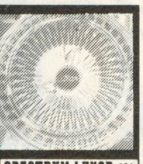

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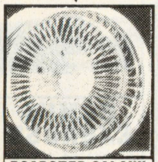

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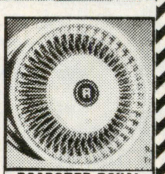

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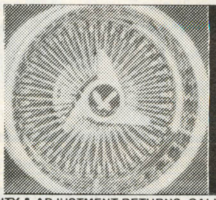

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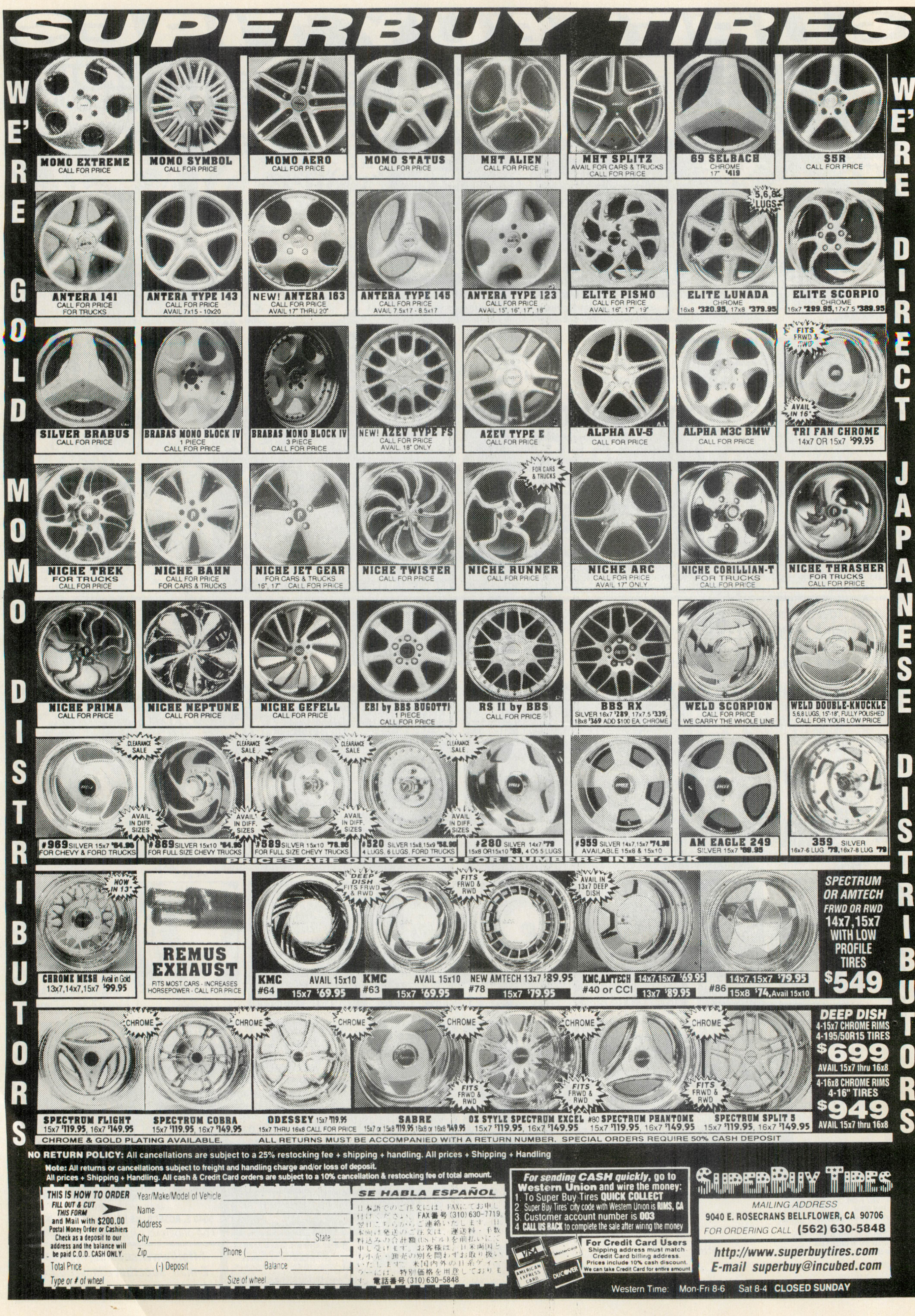
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Constructing a Sound System for a '64 Impala

Continued from page 80

more flexible than the one in the Rockford amp. You can adjust it by turning a knob on the outside of the amp. For a bass amplifier, Bran has chosen the Rockford Punch 100 or 200X2. He likes these amplifiers because they can both deliver high current and they can both take a lot of abuse.

Goren prefers to use one four-channel amplifier to power the entire system. His choice is the Rockford Fosgate DSM400X4. The amplifier is stable down to a 2-ohm load. At 2 ohms and 13.8 volts, it delivers about 480 watts. It has four built-in electronic crossovers, although in this system only two of the crossovers are used. Moreover, it has a lot of power with less consumption from the battery and alternator so it can run a system clean and loud, he said.

Both Goren and Bran agree that the goal of this system—the goal of any good sound system—is to produce front stage and rear fill. To achieve this, both of our advisers suggested that a set of component speakers be placed in the front doors. A component set comprises a midrange or midbass speaker, a tweeter and a passive crossover network. Bran suggested that a 6-inch midbass along with a tweeter would be ideal. "The 6-inch speaker allows you to get a little more bass output," he commented. He has chosen the Kicker Impulse 6.2I component set with a 6-inch woofer and 3/4-inch titanium tweeter. The speakers are very flat sounding and handle a lot of abuse, according to Bran. He also noted that a good second choice is the MB Quart Autobahn component speaker set. He pointed out that this set is not as good in the power handling as the Kicker Impulse, and the tweeter is "lacking" compared to the Kicker.

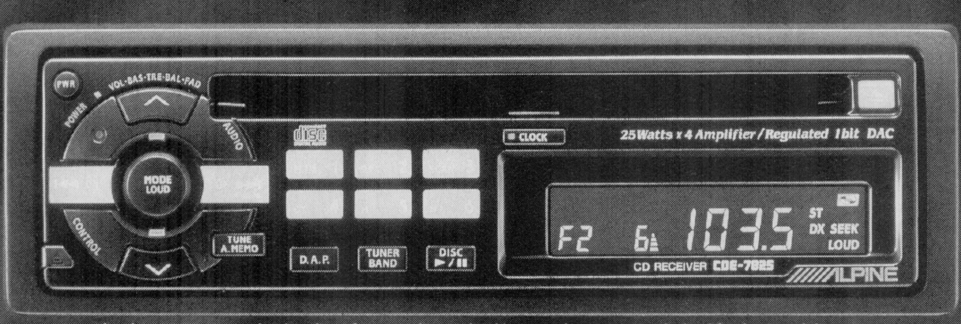
Goren recommends the use of 5 1/4-inch midbass speakers with tweeters. His brand choice is the Eclipse 8051. He prefers these speakers because they have a special basket that can take a lot of abuse and a polypropylene cone which is resistant to water.

To supply the rear fill, Bran suggested that a pair of 6x9 speakers be used on the rear deck. He selected the Kicker Impulse 690i. It includes a 1-inch titanium tweeter. According to Bran, this 6x9 will blend well sonically with the front Kicker speakers. Its power handling is good and it provides good midbass for the rear deck.

Goren prefers to use a pair of 6 1/2-inch two-way coaxial speakers on the rear deck. "You don't want too strong a speaker in the back because you want front stage and rear fill," he said. His choice for these speakers is the Eclipse 8262. He likes this coaxial because it features an angled tweeter.

Finally, comes the subwoofers. Again, one of the goals of this system is to reproduce major bass. Bran wanted a subwoofer that can work in a relatively small sealed enclosure. He opted for four 10-inch Kicker Competition or Rockford Punch drivers on price. "Since the trunk is so big, there is plenty of room," explained Bran. "Four 10-inch drivers will give ample output—equivalent to a pair of 15-inch—but they will be a little tighter and faster." The Punch drivers need about 1-cubic-foot and the Kicker needs about 1.25-cubic-feet of space. Each driver is in its own chamber. "You should divide off each woofer in its own chamber so that they won't interfere with each other. It will also help stiffen and brace the box," said Bran.

Goren has chosen to create a ported box with two 12w1-8 12-inch JL Audio drivers. He prefers the ported box because it produces maximum volume. "A woofer creates power and energy by moving air," he explained. "When the driver moves forward it produces air but it also produces air when it moves backward. A sealed box won't let the air generated by the backward push out of the box, but a ported box does."



The Alpine CDE-7825 AM/FM/CD player features a bass and treble preset that memorizes the level for the CD and the radio.

Placing the Equipment

One should not confront any major problems installing the equipment into the vehicle. You will, however, have to prep the car. Both Goren and Bran recommended that you place sound-deadening material on the front doors. Dynamat or Accumat can be used. Remove the door panels and clean the metal of the door thoroughly. Spray 3M glue on the door and apply the Dynamat or Accumat. Use a heat gun and roller and roll the material very tight to the surface.

You will also want to pull up the running boards and fold up the edge of the carpet on the right and left sides of the car to create channels, through which you can route the power and signal wires. You will want to run the power wires on one side and the signal wires on the other.

To place the radio, you will have to cut into the dash to create a hole big enough to accommodate the radio. The radios suggested here are DIN size. The factory opening is designed for a two-shaft unit. So, you will have to modify the opening 2 inches by 7 inches to handle the aftermarket radios. You can use a hacksaw and file to perform the task and then add a plastic trim ring to give it a factory appearance and to cover up imperfections in your cutting. Goren noted that if you don't want to cut up your dash, you can get a head unit from Custom Autosound of Anaheim, California. The company modifies radios to fit into classic cars like the '64 Impala. Another alternative, said Goren, is to leave the factory radio in the dash and put the aftermarket radio in the glove box or under the dash.

Placing the speakers in the doors shouldn't be much of a problem, either. You will have to cut holes the size of the speakers in the metal and door panel. You can use a hole saw on your drill and tin snips to do this job. Bran pointed out that the car probably does not have grommets or wiring going into the doors. So, you will have to drill two 3/8-inch holes with a 3/8-inch drill bit into the doorjamb and door, cover these holes with a rubber grommet and then thread the speaker wire through the grommets and into the door. Remember to check that the window and window crank does not interfere with the area where you decide to place the speakers. Bran and Goren suggested that the midbass driver go into the lower front corner of the door. The tweeter can go a little past midway on the door or higher.

Goren suggested that you can then cover the speakers with a grille and paint the grille to match the interior of the car. Or, he added, you can cover the grille with grille cloth to match the interior. A third alternative is to perforate the door panel and mount the speakers behind it. Perforating the panel simply means that you cut several small holes on the part of the door panel that rests over the speaker. Commonly, the holes are in a circle configuration. But you can also use other geometric shapes or even the initials of your name.

Both component packages for the doors recommended by Goren and Bran include a passive crossover network. Goren recommends

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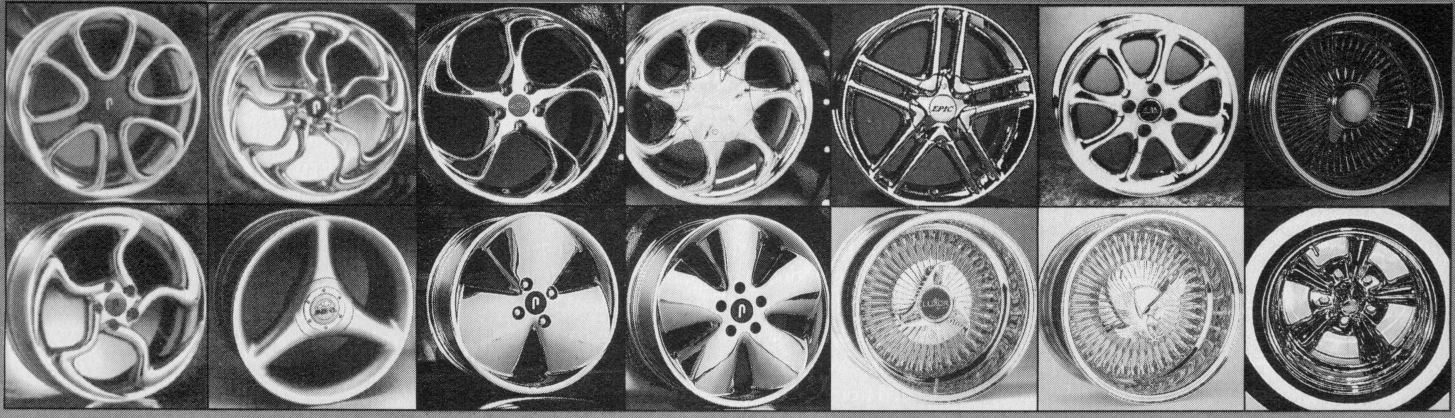

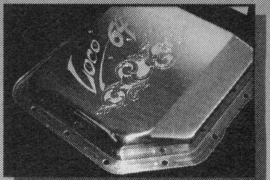

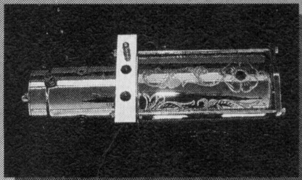

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4- 13 x 7 Supremes 4- P155 x 80R x 13 (Thin or Wide Whitewalls)	$399.00	4- 13 x 7 80 Spoke Luxor 4- P155 x 80 x 13 (THIN OR WIDE WHITEWALL)	$499.00

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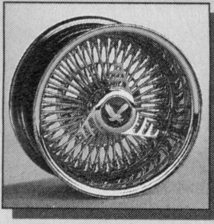

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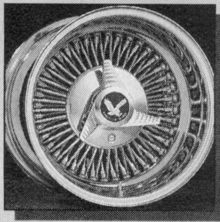

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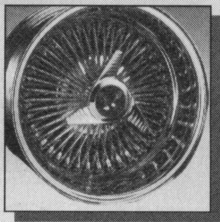

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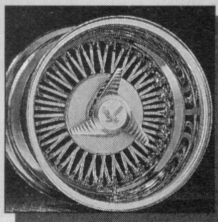

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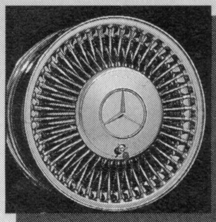

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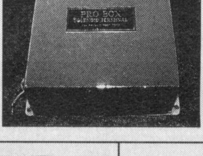

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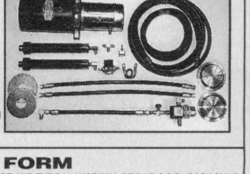

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CONSTRUCTING A SOUND SYSTEM FOR A '64 IMPALA

that you put it in the kick panel or, preferably near the amplifier, not in the door. If water should get into the door, it can ruin the electronics of the crossover.

The speakers in the rear deck should also be a relatively easy installation. There is plenty of room on and under the deck to accommodate the speakers. Both Bran and Goren recommended that you place a baffle behind these speakers so that the frequencies playing from them and from the subwoofers, which will be in the trunk, will not co-mingle and possibly cause phasing problems.

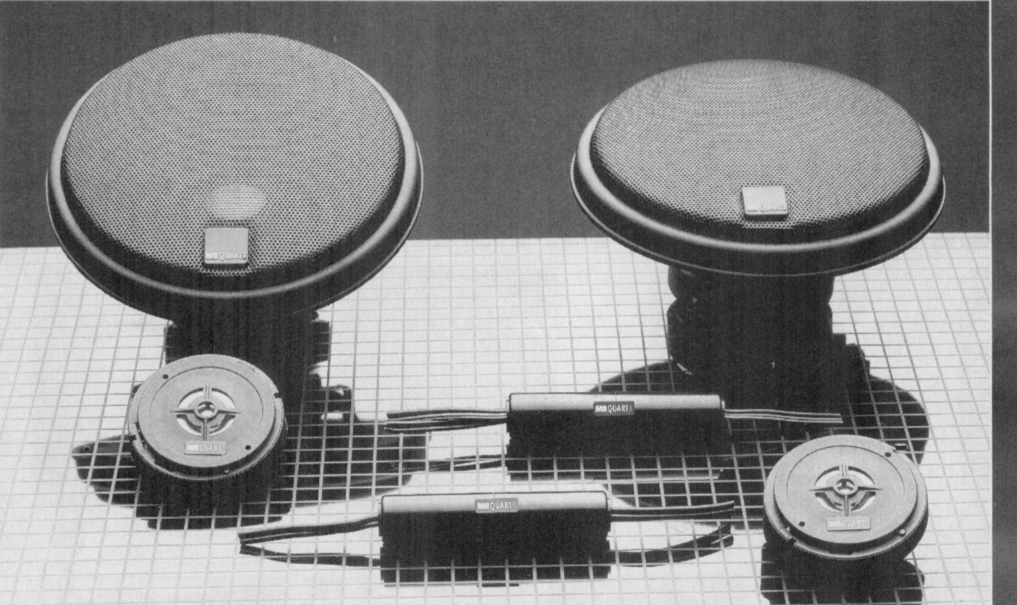
The subwoofer box is in the trunk. Goren and Bran suggested that you make the box out of 3/4-inch medium density fiberboard. (Refer to the January '96 issue of **LRM** concerning construction of a sealed box and the February '96 issue for instructions on building a ported or vented box.)

In Goren's design, the drivers are pointing toward the back seat and the ports are directed at the center of the rear deck. The ports should be covered on the rear deck with a 6 1/2-inch grille or you can re-carpet the rear deck with breathable carpet which allows the sound from the box to penetrate into the car. You can determine if carpet is breathable by simply blowing on it. If the air passes through, then you know the sound from the woofer box will also pass through. Using the drivers that he is, Goren said that the box can be 2-cubic-feet with two 4-inch ports. The ports should have a length of 13.85 inches.

The speakers in Bran's sealed box can be pointed toward the back seat, the rear deck or the tail lights. Pointing the drivers toward the taillights will produce the most bass response. It will also rattle the car. "It will create a lot of excitement outside and around the vehicle, but the sound won't be as good sonically inside the car," said Bran. If you decide to point the drivers toward the back seat or rear deck, you will have to install a baffle board which seals the back of the trunk from the front portion. This assures that the back wave will not interfere with the sound reproduced by the drivers. "The baffle board separates the trunk in half so that the front portion of the trunk near the back seat where the woofers are located is acoustically isolated from the back of the trunk," said Bran.

The amplifier(s) can be placed on a 3/4-inch medium density fiberboard, which is placed on the back of the subwoofer box, or the board can be mounted to either the right or left side of the trunk. If you are using two amplifiers, the distribution block can also be mounted on this board as well as the passive crossovers for the front door component speakers.

Bran's system has two amplifiers—one for the mids and highs and one for the subwoofer. So, he recommends that 4-gauge cable be used to pull power from the battery to the distribution block and 8-gauge cable from the block to the amplifiers. The ground cable should be 4-gauge.



The MB Quart Autobahn component set, which includes a midrange speaker, tweeter and passive crossover, would go very nicely in a '64 Chevrolet Impala and will not bust a budget.

Goren's system is using one four-channel amplifier. The front channels are running the mids and highs and the rear channels are playing bridged to the subwoofers. Such a set up gives double the power to the subwoofers. Moreover, all frequencies under 100 Hz. are recorded in mono, said Goren. So you want to reproduce them in mono, 8-gauge power cable can carry the power directly from the battery to the amplifier. The ground cable should also be 8-gauge. You will need RCA cables—one long cable to reach from the head unit to the amplifier(s) in the trunk and two short ones to go between the amplifiers if you are using two amps in the system.

Finally, concluded Goren, once the entire system has been installed, adjust the separate gain controls on the amplifier to balance the level you want for the subbass and mids and highs. So, when you raise or lower the volume of the system from the head unit, it will go up or down proportionately at the level you desire.

COST BREAKDOWN

Goren's System

Alpine CDE-7825 AM/FM/CD player	$299
Rockford 400X4 four-channel amplifier	$659
JL Audio 12w1-8 12-inch subwoofers	$250
Eclipse 8051 5¼-inch component speakers	$225
Eclipse 8262 6½-inch coaxial speakers	$95
Power and signal cables and speaker wire	$55
4-inch port x 2	$30
Accumat or Dynamat	$40
Total:	$1,653 + Labor*

Bran's System

Eclipse 5351 AM/FM/CD player	$379
(or) Sony CDXC610	$349
Kicker Impulse 354xi or Rockford Fosgate 4.6X amplifier for mids and highs	$299
Punch 100 bass amplifier	$479
(or) Punch 200X2	$549
MB Quart Autobahn 6-inch component speakers	$199
(or) Kicker Impulse 6.2i	$229
Kicker Impulse 690i 6x9 speakers	$159
Kicker Competition or Rockford Fosgate 10-inch subwoofers	$436-$476
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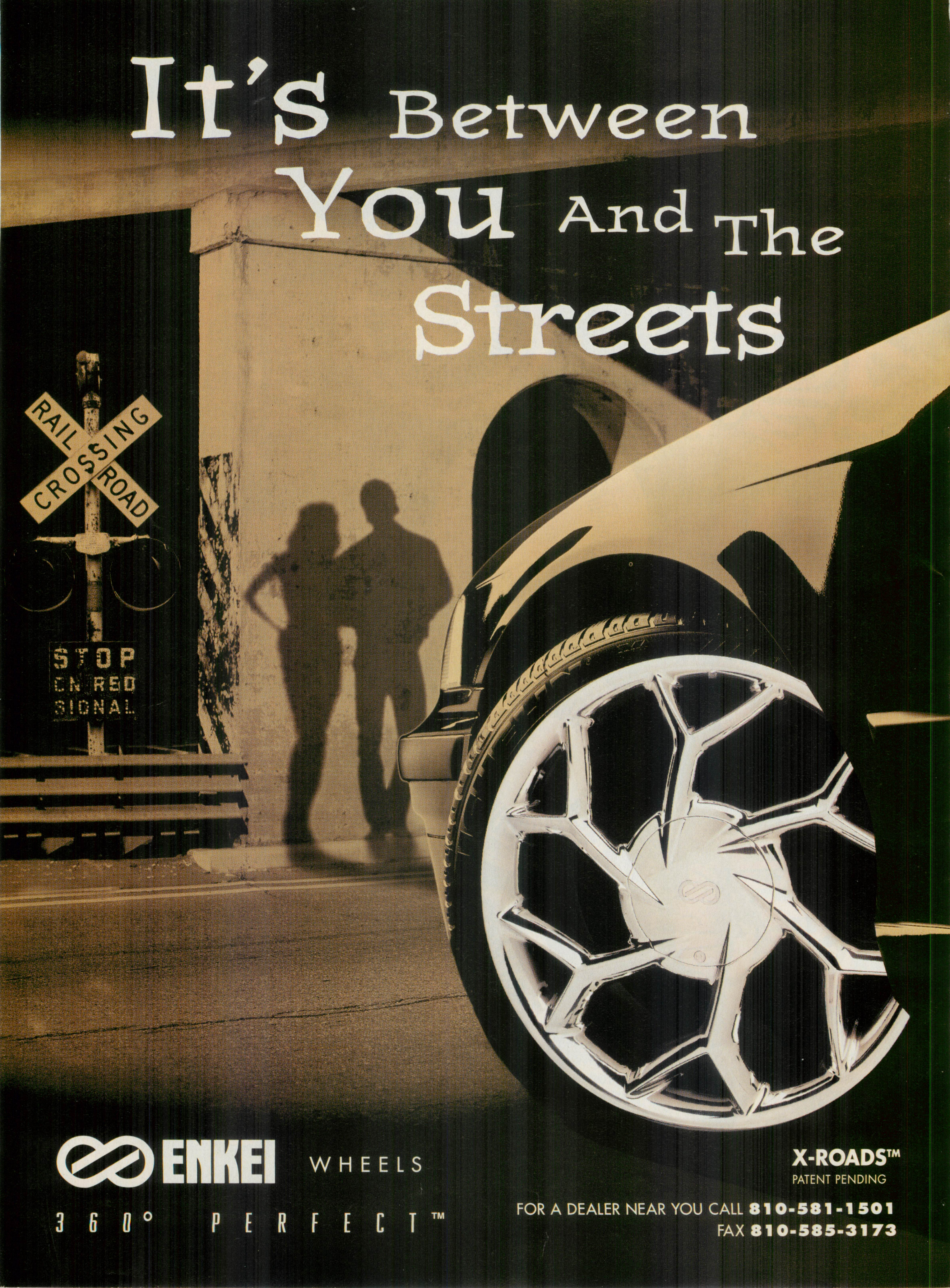
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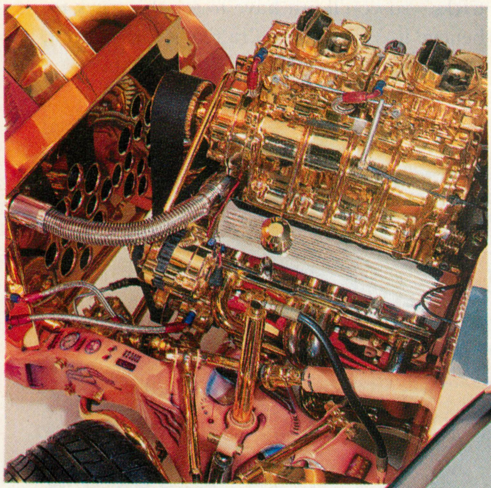
Call of the Wild: Is the World Ready for This?

Wild Thing 2000



Model: Rosa Lyn Monterroso

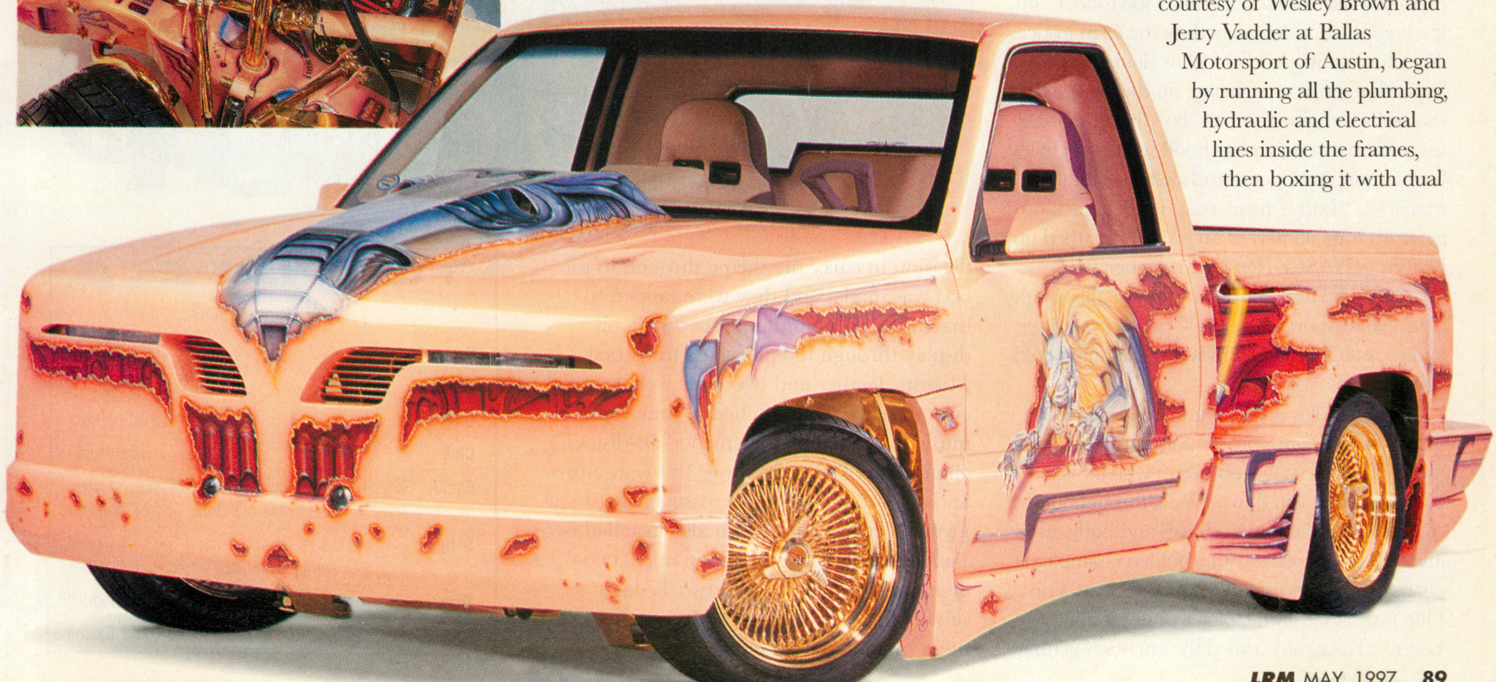
According to Jorge Castaño, the goal from the "git go" was to build the Lowrider Truck of the Year, but that's not exactly true. This '89 GMC Sportside pickup began as just a simple project; a few extras on a daily driver that got out of control. Then, while doing a few minor modifications, the truck caught on fire and burnt to the ground—oops! Jorge's ride, once just a work truck, was now ready to rise from the ashes on its collision course with destiny.

TEXT BY PAIGE R. PENLAND
PHOTOS BY ELLIOT GILBERT

"I've been building lowrider bikes since before it was cool," explains Jorge, who has been hittin' the Del Rio, Texas, boulevard since the '70s on his OG Schwinn and, later, cruising Austin, Texas, in his dropped '65 El Camino. "And, I was always into speed," continues his friend Fernando Reyna, a long-time hot rod and drag racing fan. "We've always bumped heads, and this is what we came up with."

"Wild Thing 2000"—Jorge didn't think that it would be finished until the turn of the millennium—had heads turning, not bumping, at the 1996 Los Angeles Super Show. "Did you see that crazy *Tejano* truck? With the futuristic murals and all those intense body mods?" The whispers echoed across the Coliseum floor. "It's all metalwork, not fiberglass—go check it out!"

Look closely. Where some lowriders cut corners, Jorge and Fernando of High Tech Motorsports have smoothed them out to a silky finish. The frame-off restoration, courtesy of Wesley Brown and Jerry Vadder at Pallas Motorsport of Austin, began by running all the plumbing, hydraulic and electrical lines inside the frames, then boxing it with dual



Wild Thing 2000

crossmembers for extra strength. With this taken care of, it was time to go wild with the tricked-out suspension.

Jorge was inspired watching a NASCAR race on TV. "Let's build something that will go fast and have hydraulics," he said. Wesley and Jerry went to the drawing board and came up with a NASCAR front suspension complete with a handmade swivel for the 10-inch cylinder to follow the motion of the spring. The upper and lower control arms are handmade. Next came a beefed-up '90 Corvette rearend, gold plated by Gold Trends in Austin, perfect for those custom cylinders and a five-link suspension. Disc brakes stop the truck on a dime, thanks to a hidden master cylinder stashed inside the truck.

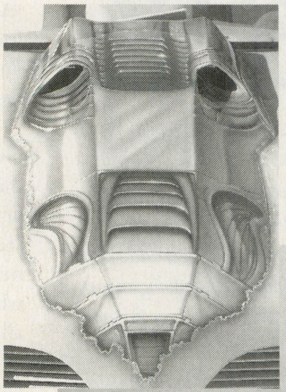
The truck itself is the product of years of intense work. Jorge and Fernando stripped all the extras, then smoothed the chassis and body with utmost care, from the handmade front end to the immaculate firewall, through the smoothed cab and into the seamed truck bed. The ground effects kit is cleanly molded inside and out. The license plate and custom back window with the Wild Thing logo—the fire had warped the rear of the cab beyond stock reparation—were placed according to some wild urges on the part of these two *Tejanos,* and Frenched in for maximum points. With a nod to the racers, Fernando insisted on a tilt front end and a custom scoop to accommodate the blower.

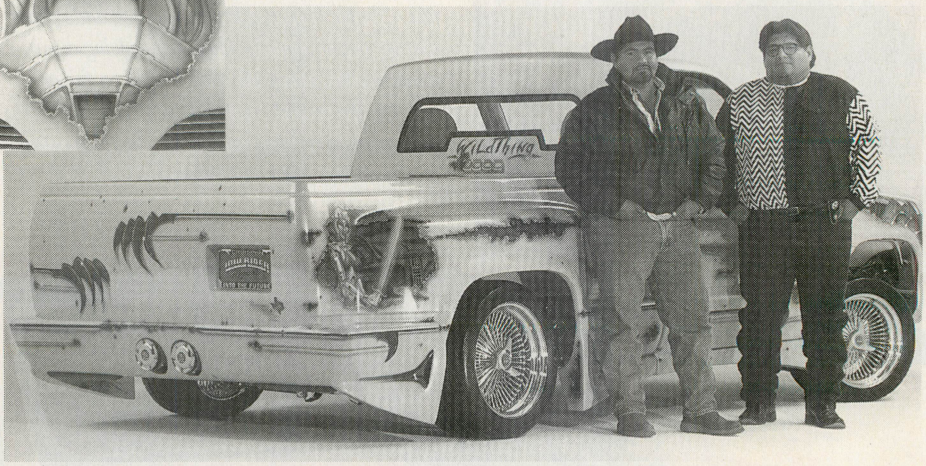
Blower!? Didn't somebody tell these guys that this is *Lowrider* Magazine, not some hot rod publication? "We want to start a new trend, the best of both worlds," they explain. Well, this isn't the first "lowrodder" on the books, but it definitely does the term justice. The aforementioned 6-71 Hawaiian Supercharger blower dresses up the 350-c.i.d. short-block engine from an '86 Chevy, sharing the extra room under the hood with two Holley 600 carburetors. A custom Edelbrock intake manifold, "shorty" headers and a Pete Jackson gear drive are all part of an engine dreamed up by former NASCAR engine designer Joe Cantrell, who now soups 'em up at Pallas High Tech Motorsport. If you look closely, you'll see a nitrous tank hidden amidst the gleaming gold and chrome.

Jorge handles the spraygun at J.C. Painting in Austin, and is responsible for many top *Tejano* rides. The three-stage job began with a Sikken tangerine base, laid down evenly throughout the car, including the frame, chassis and body, inside and out. He followed with a golden champagne pearl, sealed with multiple layers of clear. Von Otto over at Custom Color Connection in Lorena, Texas, airbrushed the attention-getting murals. "There are murals where you'll never see them," laughs Jorge. Also, check out the placement of the "rust" holes. "We change them for every show," adds Fernando.

Many changes have been made in Wild Thing 2000's quest for the grand prize. In order to compete for "Truck of the Year" at the Los Angeles Super Show, a truck must first qualify at another Go-Lo Entertainment event. They had planned to compete at the '96 Fort Worth, Texas, show when tragedy struck—an accident with a forklift crumpled the front end. The truck was automatically disqualified. That empty feeling in the pit of Jorge and Fernando's stomachs could only be eased by a trophy from the final Go-Lo event, in Louisville, Kentucky, only seven days away. A sleepless week was devoted to rebuilding the front end and tightening it up, and the crew qualified—but "Pocket Change" still took First. At least it was another Texas truck, but Jorge didn't want to take Second again.

"We knew we had to do something," says Fernando. The cab's interior was already hot. The "new age" styling, in peach leather and violet tweed, had been stitched in by Ben and Margie at Ben's Upholstery in Austin. The decision to carry the theme through to the bed was made, and they were tapped to match the paint and undercarriage, on display through the plexiglass truck bed. Mirrors, leather and tweed, as well as tiny custom seats, were stitched in time to the music, provided by a Kenwood 10-disc CD changer hooked up to three 100-watt amps and a six-way electronic crossover. Rusty at Dyer Electronics in Austin also installed two 1-inch tweeters, two 5 1/4-inch mids, two 6 1/2-inch mid base drivers and two 12-inch subwoofers for the boomin' bass to help keep them moving until the Super Show.





The bed also sports a sleek little setup featuring two Red's Stylin' pumps, four Red's dumps and 10 switches, complete seven solenoids for the three batteries also Frenched into the truck's frame. Not bad for competition setup, but it makes one wonder—is there room for improvement here? Will there be more modifications for the upcoming season? Well, Jorge isn't talking, but with Pocket Change hot on their (as yet unlifted) tail and the Jhagroo family threatening an upset with a revitalized "Wrapped With Envy," something tells us that Wild Thing's crew will be keeping busy.

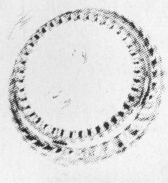
Many thanks go out to Jorge's wife Eliva, who supported him throughout, and their children Valeria and Jorgito; Fernando and Jana Reyna, "who keeps us down to earth," and Roxy, Jim Pallas, Wesley and Jerry, Larry for the aluminum polishing, fellow Caliente members Frank and Rosie of Austin's own Gold Trends, Von Otto, Ben's Upholstery and, of course, the road crew—Daniel, BJ and Stephanie—who have all helped Wild Thing 2000 earn the prestigious '96 Lowrider Truck of the Year.

We couldn't include every modification—there wasn't even enough space to talk about the sectioned and seamed grille, the neon, the Dakota Digital gauges in the handmade steel dash, or any number of other custom tricks—so you'll just have to see this truck to believe it. Whether you're ready for it or not, Wild Thing 2000 is cruising into the next millennium on its own terms.

TECH***SPECS***

Wild Thing 2000

Owner	Jorge Castaño
Vehicle	'89 GMC Sportside pickup
City/State	Austin, Texas
Club	Caliente C.C.
Engine	350-c.i.d. short-block; Holley carbs, supercharger and intake manifold; "shorty" headers
Setup	Five-link racing suspension; two Red's Stylin' pumps, four Red's dumps, 10 switches
Tires	VR40-R17 BFGoodrich
Wheels	100-spoke triple-gold Dayton



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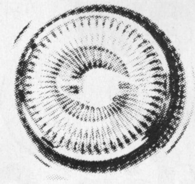

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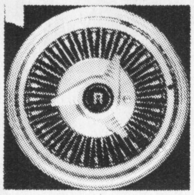

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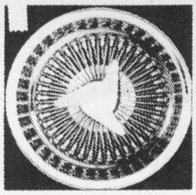

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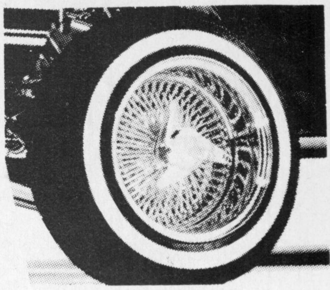

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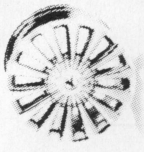
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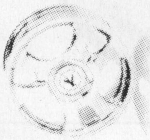
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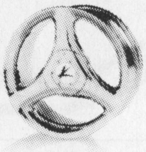
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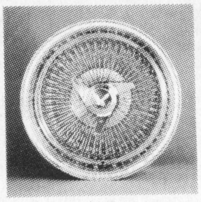

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$1499.00

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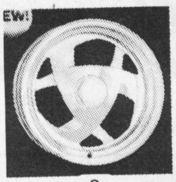
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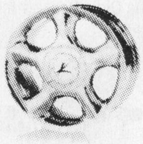
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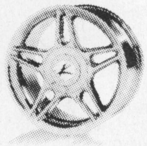
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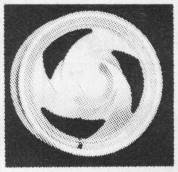
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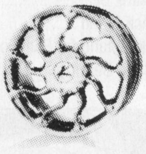
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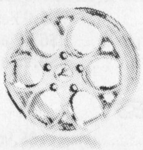
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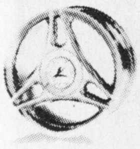
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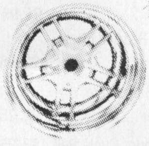
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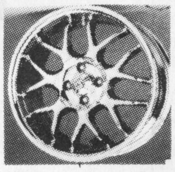
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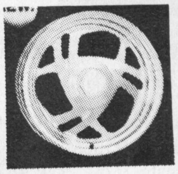
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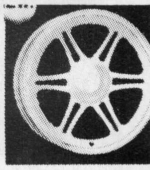
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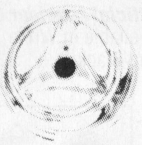
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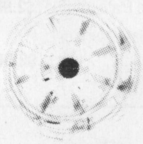
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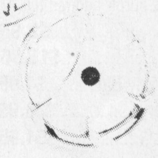
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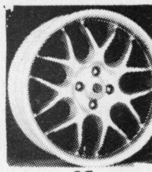
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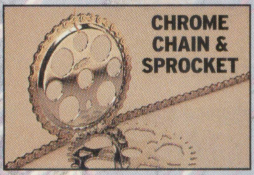

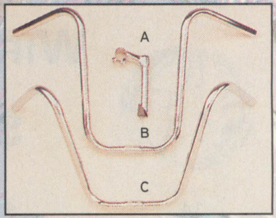

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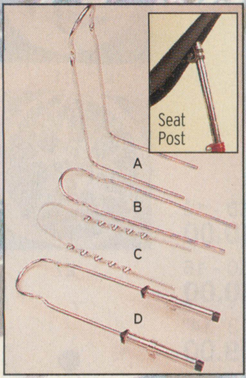

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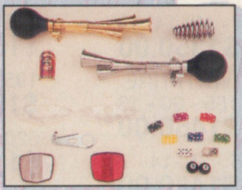

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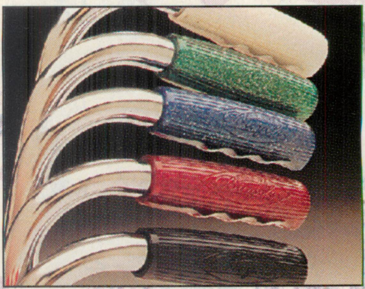

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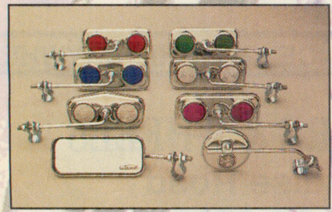

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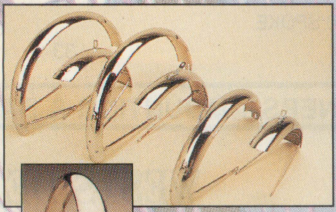

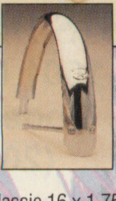

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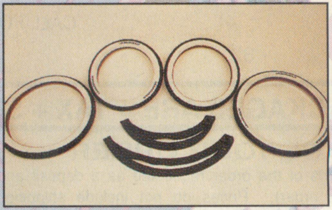

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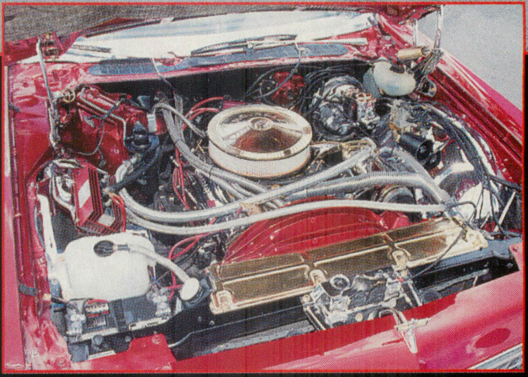
Street SWEEPERS

Greg's Glass House

TEXT BY STEVEN CAUDILLO; PHOTOS BY ELLIOT GILBERT



Bumpin', Thumpin' '76 Caprice

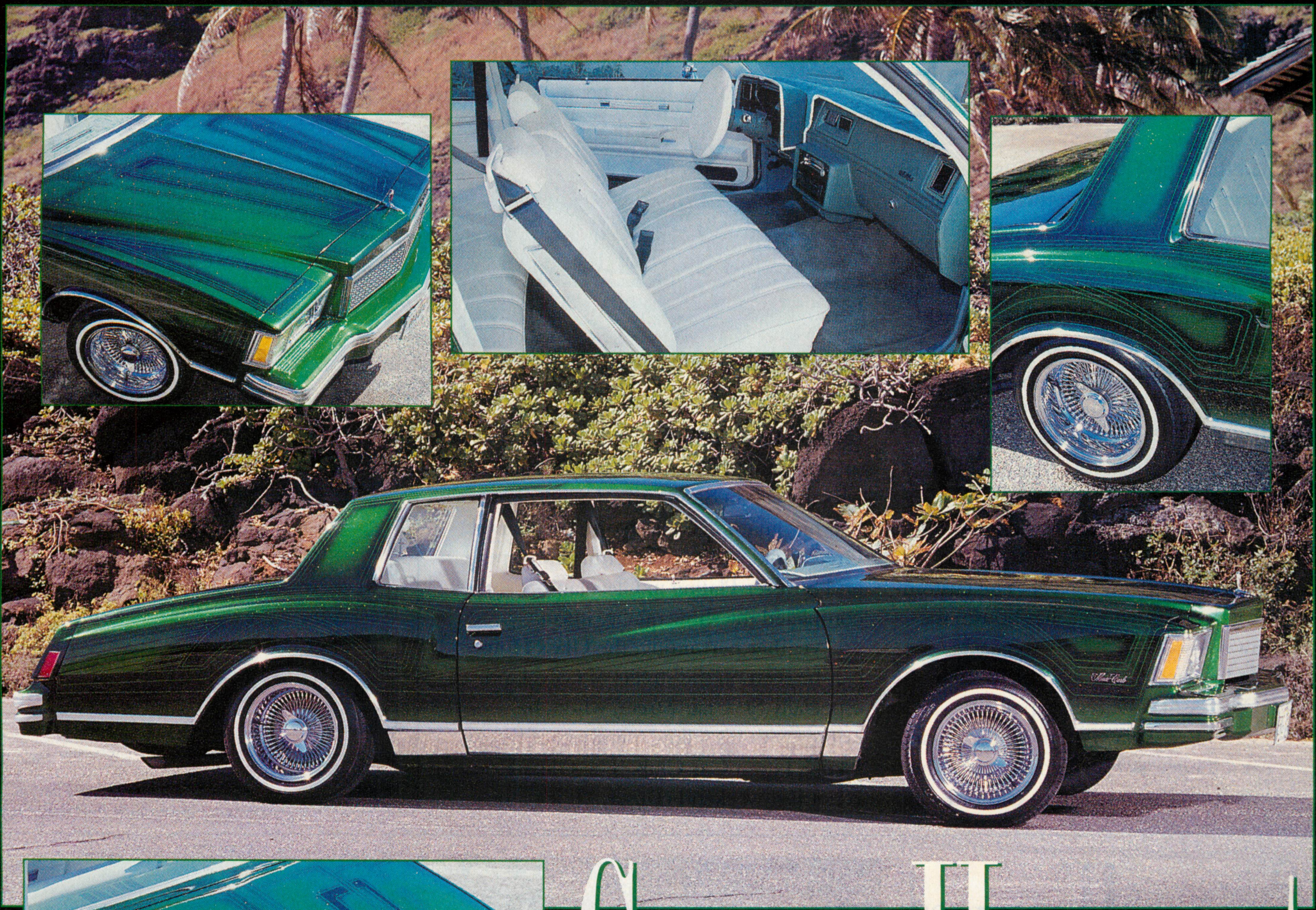
In Northern and Eastern parts of the country, bad weather can slow down a lowrider enthusiast from building a cruising machine, but Greg Jackson of Cleveland, Ohio, weathered a year of storms, sleet, snow and other atmospheric phenomena to build the "Glass House," his '76 Chevrolet Caprice Classic. Greg is a trendsetting automotive builder and the owner of Techni-Craft Auto, one of Cleveland's leading custom car audio and hydraulic installers. Techni-Craft is also known as the largest Red's Hydraulics distributor in the Northeast.

Despite this hydraulics connection, the suspension of the Glass House will not be cut to fit the juice because it is a street cruiser. Greg likes it that way and he says that the Caprice is known for its show-winning sound system. Greg's audio setup was a "Sound System Spotlight" feature in the December '96 issue of **LRM**.

According to Greg, his Glass House is filled with 44 speakers, and the system puts out an incredible 4,310 watts, powered by 11 amplifiers. Definitely, the Glass House is equipped to thump and bump wherever it cruises. The Caprice is a proud display of high-tech sounds combined with engineering and craftsmanship. The speakers are openly displayed and visible from the rear package tray through clear plexiglass. The doors alone give a jolt of music madness, but Greg's entire rear seat and side panels are filled with wall-to-wall speakers. Cleveland residents have come to know the Glass House as the car that can be heard from blocks away.

The Glass House doesn't stop with the sound system. He completely rebuilt the engine, and disassembled and rebuilt the front suspension to give a better than new riding comfort. "I cruise it all over the

Continued on page 100



Green Harvest

Thanks to his magnificent Monte, Mark is enjoying a bumper crop of acclaim.

TEXT BY JEFFREY RICK; PHOTOS BY ELLIOT GILBERT

When most people think of Hawaii, they usually think of beautiful tropical beaches and hula dancers. When custom car people think of Hawaii, they usually think of hot mini-trucks and Euro-style vehicles. It's true that Hawaii has all of these things in abundance, but visitors to the Islands might be surprised to see how many full-size American cars are cruising around.

One person who wouldn't be surprised is 22-year-old Mark Yadao of Honolulu, Hawaii. Even though Mark has built custom cruisin' versions of an '86 Honda Accord and an '89 Dodge Colt, the Honolulu homeboy has just finished a *bad* traditional ride—a '78 Chevy Monte Carlo that he calls "Green Harvest."

Mark is a parts man at Pflueger Honda in Honolulu, so you know that he sees diminutive import cars all day long. Maybe that's why he hooked up the mean green Monte. Mark originally forked over a good-sized wad of cash for the '78, before throwing more green around to perfect his new ride.

One of the requirements of belonging to Color Shoc Car Club of Honolulu is that you have a vehicle with an extremely clean paint job, and Mark's got it covered. Midnight Customs of Honolulu gets the "props" for the bodywork and paint job. Midnight man Joe Ono shot the House of Kolor candy green with ghost graphics.

Mark knows that you need more than flashy paint to wow the homies, so he enlisted Marshall Lum of Xtreme

Greg's Glass House

Continued from page 98

city, all the time," Greg informs us. "It is for street cruising." Once the car comes into focus, curious onlookers instantly take notice of the candy red Deltron paint, sprayed by JR at South Waterloo Auto Body in Cleveland. The car was also stripped of the old Landau top and fitted with new material by Ralph Farinacci's So-Fine Auto Tops.

Greg didn't have to go far for interior design and custom fabrication to fit the speakers in place. The technical wizard laid the foundation and hand-crafted the design himself, and called on Ralph to stitch the crushed gold velvet. The custom-built trunk compartment that houses the amps was also the work of Greg.

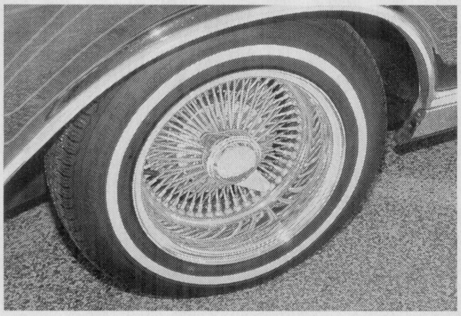
The Caprice sits on a set of 15-inch gold Daytons. In the rear, a pair of original fender skirts were mounted, giving the car a longer, sleeker appearance. The chrome work was sent out to Custom Chrome in Cleveland. For detail under the hood, Greg shipped the exhaust and intake manifolds all the way to Henry at Metal Tech in Santa Ana, California. "Henry guaranteed his work," explained Greg. Gold plating was a must for Greg and Strasser Plating in Cleveland completed the show quality finish.

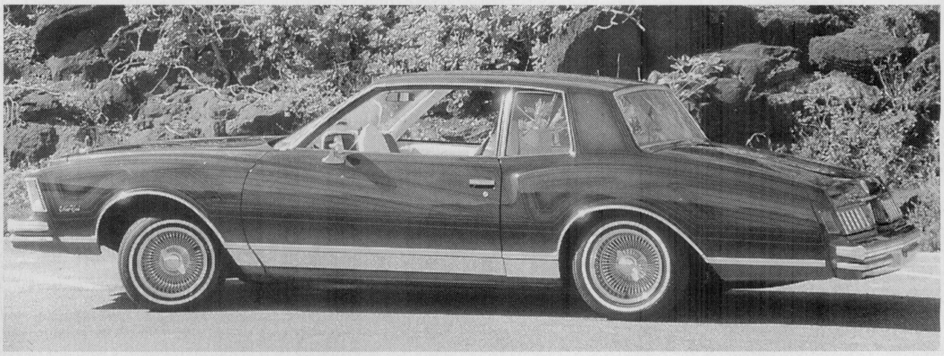
Weather permitting, the Glass House can be seen on the streets of Cleveland, especially St. Clair Street, where he cruises with his fellow members of St. Clair's Finest Car Club. The Glass House is not just weekend cruiser. "If it's a nice day," says Greg, "I'll cruise it on any day of the week." ✌

TECH**SPECS**

Glass House	
Owner	Greg Jackson
Vehicle	'76 Chevrolet Caprice
City/State	Cleveland, Ohio
Club	St. Clair's Finest
Engine	350-c.i.d. Chevrolet V8
Suspension	Stock rebuilt
Tires	205/70-R15 Vogue
Wheels	15x7 72-spoke Dayton

Green Harvest





Hydraulics in Honolulu to set him up with a first-class hydro system. Mark now commands a 10-switch box, regulating four Red's Pro Series pumps, L.A. Square dumps and 8-inch cylinders, all powered by 12 Red's batteries.

And, don't get the idea that Mark's Monte is an all-show, no-go slowpoke. A few rival Hawaiian street cruisers have made that mistake. Underneath the classic hood of the '78 is a '96 396-c.i.d. Chevy mill, complete with high-output racing heads and a hot cam. Meeting the Hawaiian pavement is 14-inch BFGoodrich radial rubber wrapped around 100-spoke Dayton wires.

Cruising Hawaii is an extra-sensory experience, especially when you have a full-leather interior loaded with a Pioneer-driven sound system with two Punch amps and a collection of ADS and Rockford Fosgate speakers. Getting the credit are two top Honolulu shops—Fred's Autotops for the stitching and Mobile Accessories for the wiring.

As they say, you reap what you sow, and for Green Harvest, the time is now. Getting it all together was a lot of work for Mark, but now he can just kick back and groove on the fruits of his labor. ✌

TECH**SPECS**

Green Harvest	
Owner	Mark Yadao
Vehicle	'78 Chevy Monte Carlo
City/State	Honolulu, Hawaii
Club	Color Shoc C.C.
Engine	'96 396-c.i.d. Chevy
Setup	Four Red's Pro Series pumps, eight L.A. Square dumps, 8-inch cylinders, 12 Red's batteries
Tires	175/75-R14 BFGoodrich
Wheels	14x7 100-spoke Dayton

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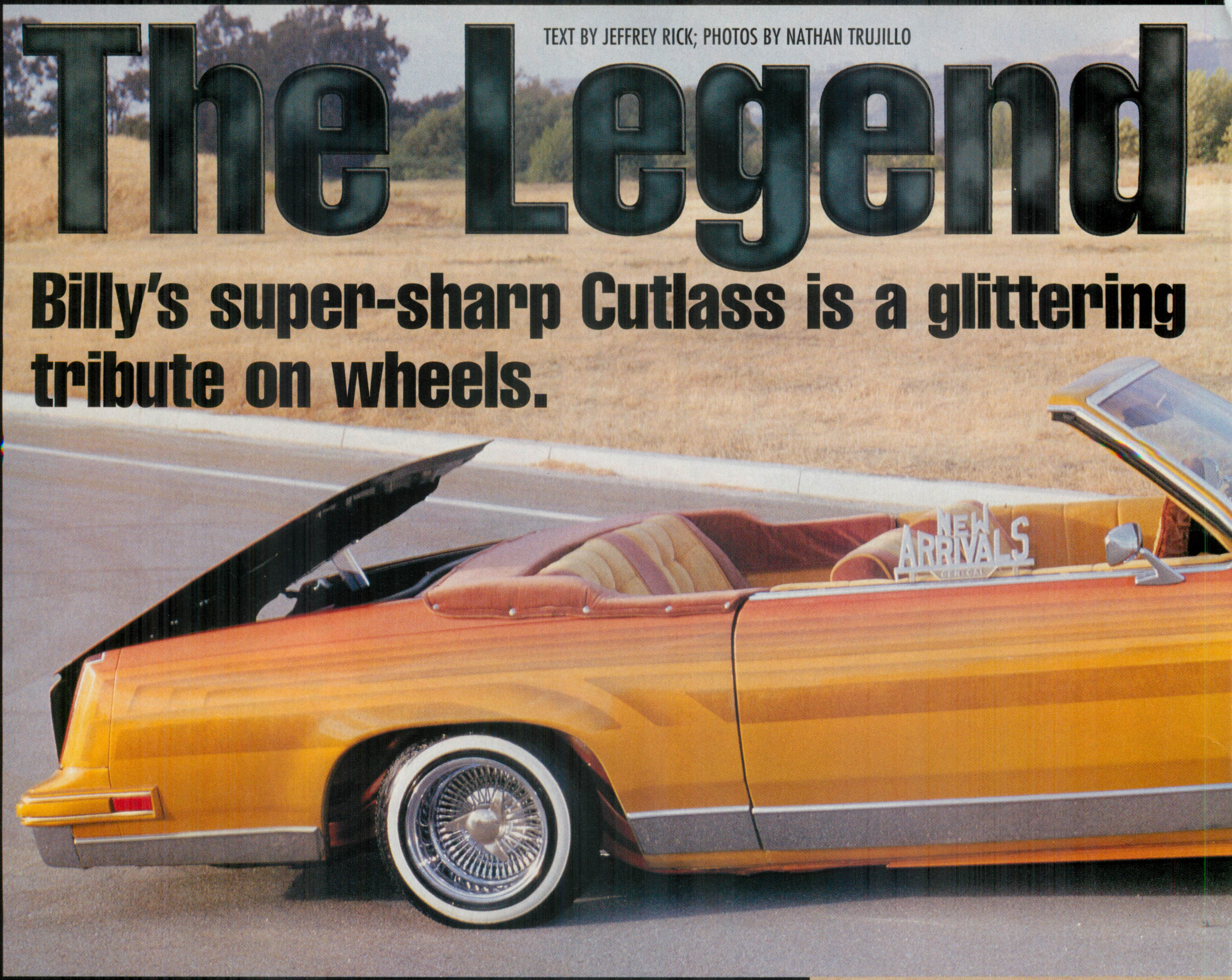
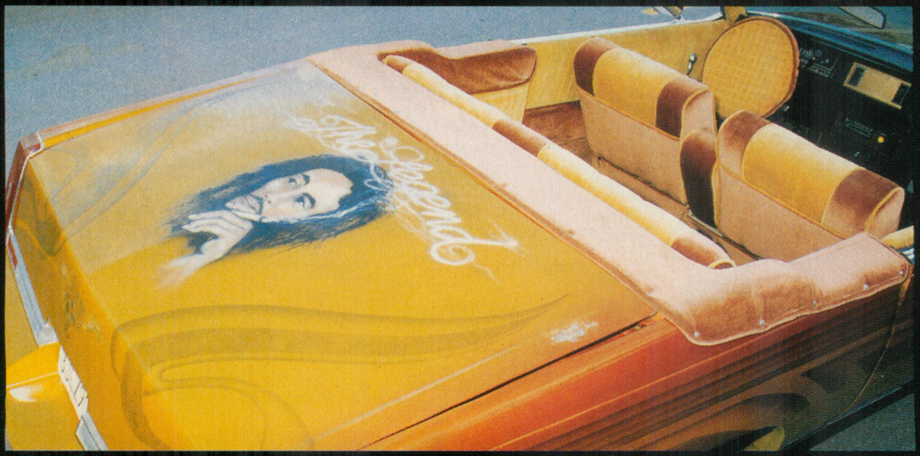


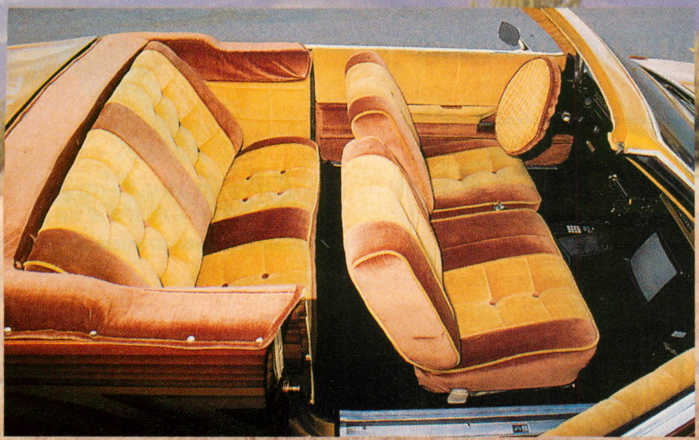
TEXT BY JEFFREY RICK; PHOTOS BY NATHAN TRUJILLO

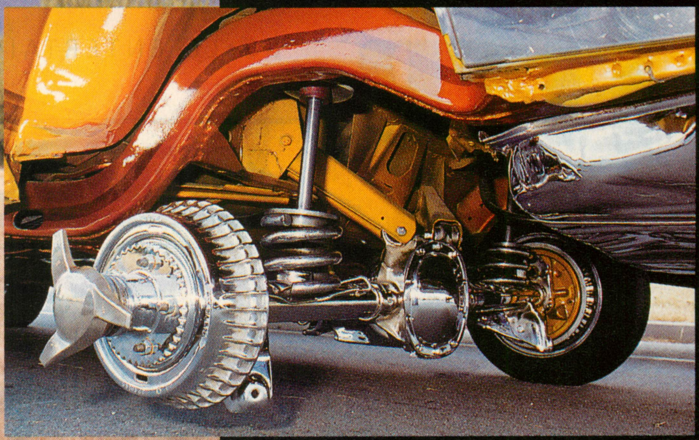
The Legend

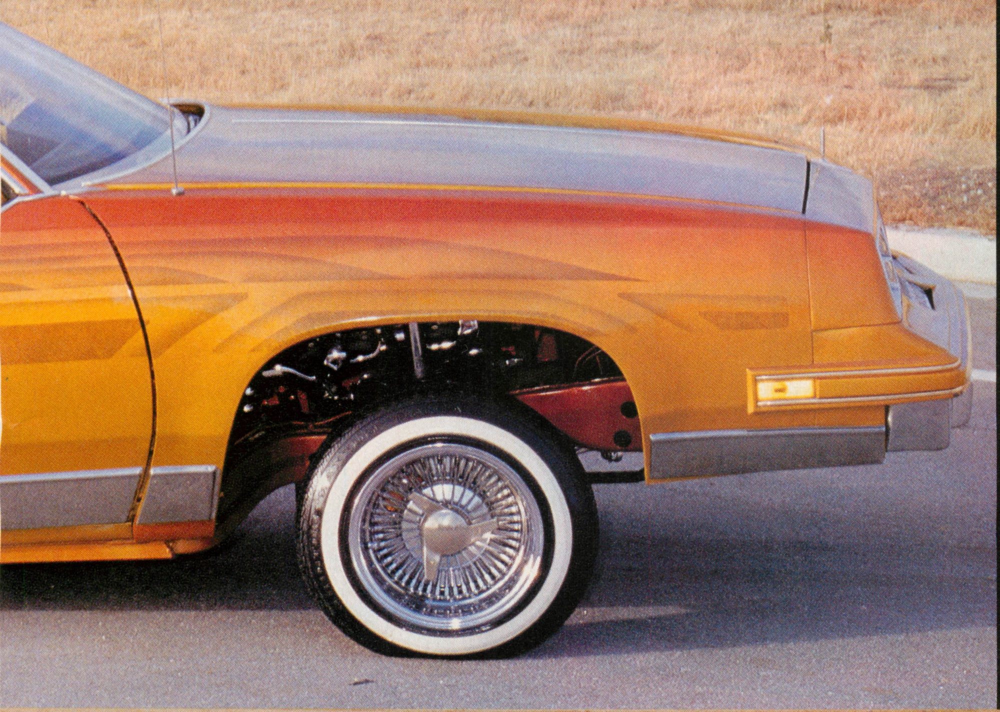
Billy's super-sharp Cutlass is a glittering tribute on wheels.

When you name your car, "The Legend," you'd better be able to back up your bold statement at the car shows and on the boulevard. Don't worry about this Legend; Billy Gray is one confident young man. This 26-year-old from Salinas, California, is the owner of one of the sharpest Cutlasses we've seen, and the fact that Billy did a lot of the work on the '81 himself can only reinforce his confidence even further. Taking the commercial catch phrase to a new level, Billy's radical ride is *definitely* not your father's Oldsmobile.







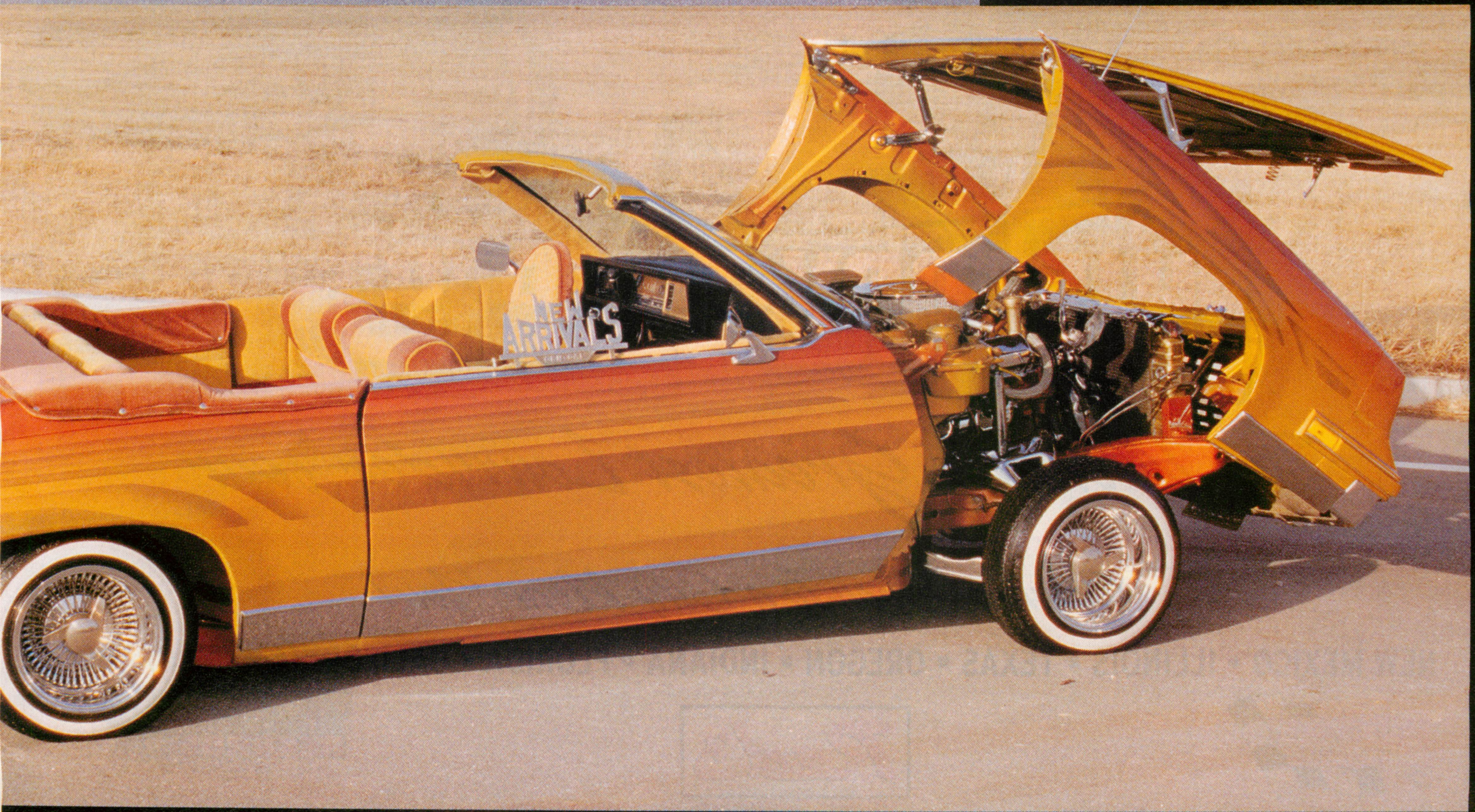


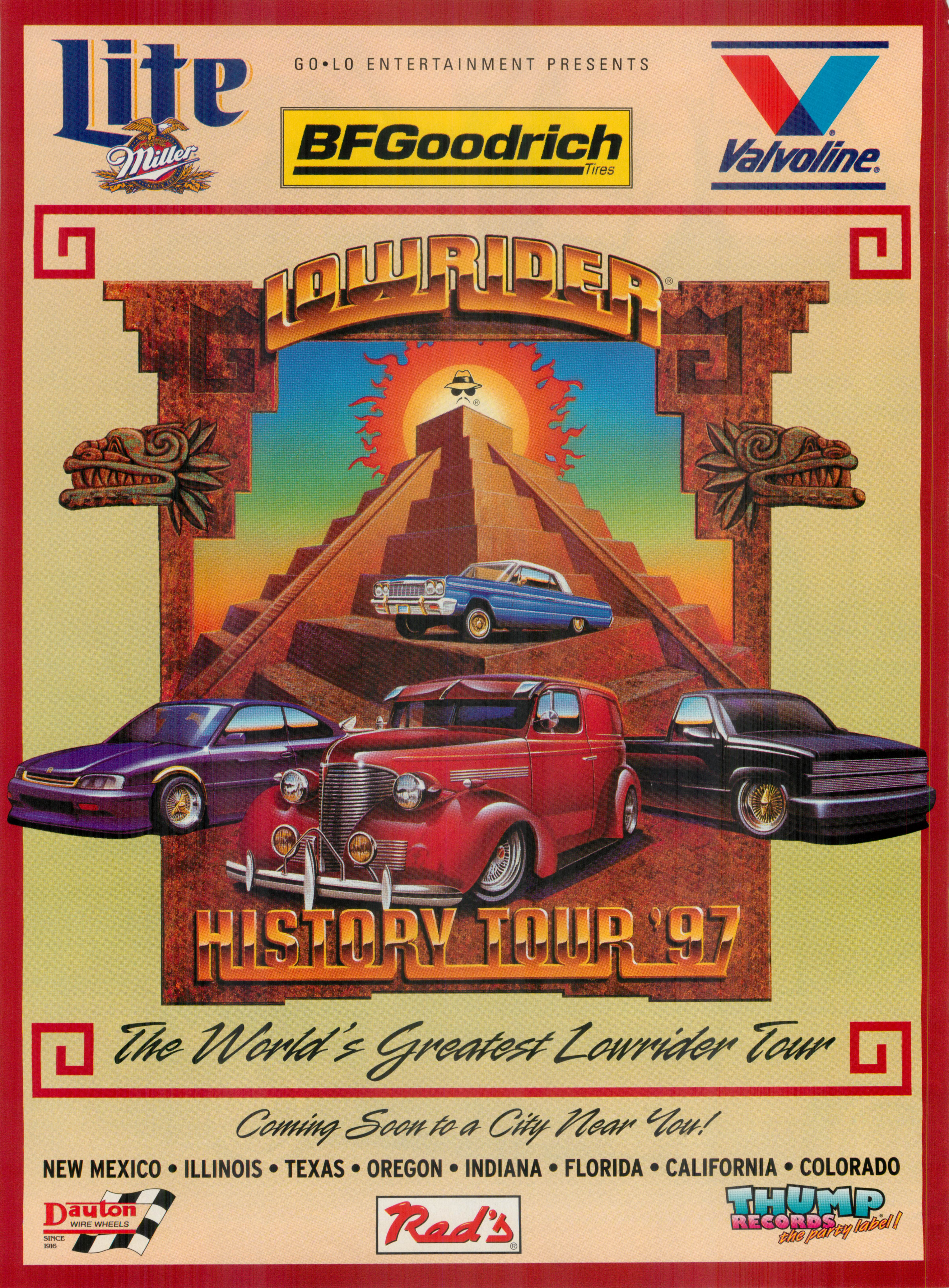
Billy cruises around Salinas and the beautiful Monterey Bay area of California proudly flying a New Arrivals plaque in his rides, which in the past have included a Honda Civic and an '84 Cutlass. Billy knew that he was onto something good with the '84 Cutlass, and when he put together the deal for the '81, he knew that he had scored the OG year for that body style.

What he didn't know was the amount of work that would be required over the next two years to complete the Cutlass caper. But, it was all good for Billy, a man who likes to get his hands dirty and do for himself. For instance, Billy swapped the factory V6 for a meatier V8 lifted from an '85 Oldsmobile, which was eventually covered with chrome parts galore.

Heavy chrome also covers the undercarriage and hydraulic components. Billy himself did the hydro install, loading his golden Oldsmobile with a setup consisting of a Red's pump, two Delta dumps, three Sears DieHard batteries and 8-inch cylinders. Two switches can hop The Legend to beat the band.

Continued on page 107

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OAKLAND, CA • APRIL 13 • OAKLAND COLISEUM

Move-In Saturday 9am to 4pm—Sunday 6am to 10am
$30 registration—Admits 2 • No pre-registration—Outdoor show
SHOWTIME 11am to 5pm—No in and out privileges

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INDIANAPOLIS, IN • MAY 4 • INDIANA STATE FAIR

Move-in: Pre-registered and approved vehicles
Saturday 9am to 4pm—Sunday 6am to 10am
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Move-in: Pre-registered and approved vehicles
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SHOWTIME 11am to 5pm—No in and out privileges

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Move-in: Pre-registered and approved vehicles Saturday 9am to 4pm—Sunday 6am to 10am
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SHOWTIME 11am to 5pm—No in and out privileges

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3RD $250	3RD $250	3RD $250	3RD $250	3RD $250	3RD TROPHY

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❍ SAN ANTONIO, TX MAY 18 (*APRIL 28)
❍ ALBUQUERQUE, NM MAY 25 (*MAY 5)
❍ CHICAGO, IL JUNE 8 (*MAY 19)
❍ TAMPA, FL JUNE 29 (*JUNE 9)
❍ ALAMEDA, CA JUNE 22 (*JUNE 2)
❍ HOUSTON, TX JULY 13 (*JUNE 23)
❍ DENVER, CO JULY 27 (*JULY 7)
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NO SUBSTITUTIONS WITHOUT (6) DAY WRITTEN NOTICE PRIOR TO SHOW DATE.

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Address:______________ City:______________ State:______ Zip:______
Type of Entry: ❍ Car ❍ Truck ❍ Bike
Year:______ Make/Model:______________
SOCIAL SECURITY # (MUST BE FILLED OUT):______________
CLASSIFICATION: ❍ ORIGINAL ❍ STREET CUSTOM ❍ MILD CUSTOM ❍ SEMI-CUSTOM ❍ FULL-CUSTOM ❍ RADICAL
AWARDS WON:______________
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TYPE PAINT:______________ PAINTED BY:______________
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CHECK THE FOLLOWING IF THEY WILL BE DISPLAYED: ❍ TRUNK ❍ ENGINE ❍ UNDERCARRIAGE
SIZE OF DISPLAY: ❍ BIKE ❍ 10X10 ❍ 10X20 ❍ 20X20 WHY?:______________
ELECTRICITY* ❍ YES ❍ NO

***An extra electricity fee may be required depending on the facility.**

LIST OF TOP MODIFICATIONS: 1)__________ 2)__________ 3)__________
4)__________ 5)__________ 6)__________ 7)__________

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ENTRY FEES & PASSES: Cars, Vans, Motorcycles, Trucks, Bicycles Pre-Registration $30/$35 at Move-In. (Includes Two Passes). Please no checks for non pre-registration.

PHOTO REQUIREMENT: Please send at least two photos (non-returnable) for our records.

APPROVAL: All entries are subject to approval by GO LO ENTERTAINMENT, INC. staff and must pass final inspection at the door. Pre-registered must complete an application and pay entry fees prior to deadline date. GO LO ENTERTAINMENT, INC. reserves the right to refuse any entry not deemed appropriate.

FEES: Entry fees are non-refundable unless entry is refused by GO LO ENTERTAINMENT, INC.

LIABILITY: GO LO ENTERTAINMENT, INC. promoters, sponsors and facility assume no responsibility or liability for any theft or damage of vehicles, and/or displays and related items during move-in, show hours or move out.

SECURITY: During move-in, show hours or move-out, GO LO ENTERTAINMENT, INC. will provide security for entry left overnight prior to date of show, but this does not ensure against any theft or damage. Entrant therefore assumes all responsibility regarding entering his vehicle into the said event and during show hours. All valued display items should be locked up. Entrant will have 1 hour prior to start of show for final display assembly.

JUDGING: All entries will be judged by the Official Lowrider Rule Book. Judge's scores are final. In the event of a tie, entries will split the prize money or moneys. All complaints and protests are governed by the rule book.

PHOTOGRAPHY/VIDEO RELEASE: GO LO ENTERTAINMENT, INC. and Park Avenue Publishing, Inc. reserve the right to photograph, video tape, film or reproduce in any medium, any entry for any future use, at no compensation to entry owner or participant. Upon entering the event, the entrant surrenders all claims.

SAFETY: All fire regulations must be followed to the letter, or be subject to disqualification and banned from future events. All gas caps must be taped closed. All batteries must be disconnected and terminal posts taped. Gas level must be under a quarter tank. No entry can start their vehicle, or operate their hydraulics, during show hours. Entrant will be held fully responsible and liable for any damages that may occur from movement of said vehicle.

As an entrant in a GO LO ENTERTAINMENT, INC. event, I hereby agree to the above stipulations and regulations set forth and fully understand my responsibilities.

SIGNATURE:______________ DATE______________

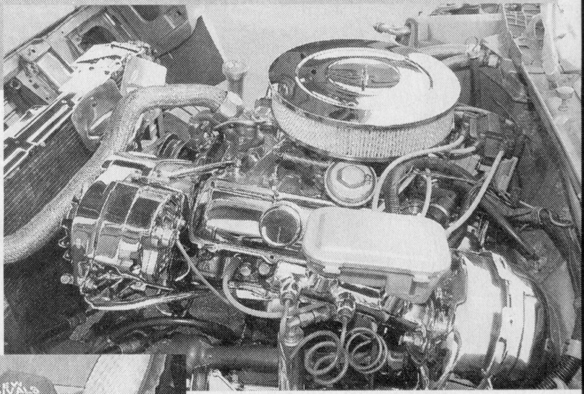
NO.PASSES RECEIVED:__________ SIGNATURE:______________

The Legend

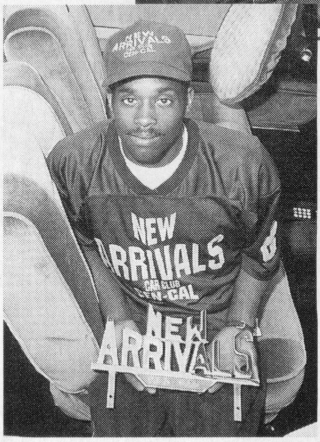
Continued from page 103

As all custom car competitors know, the number of major modifications done to a vehicle will "bump up" a car into the Radical class and, if they're well done, score important show points. Billy's cool cruising Cutlass sports a laundry list of quality mods. With help from his brother Jason and best friend Rick, Billy busied himself with some serious alterations, including tilting the car's front end, chopping the roof and creating a reverse-tilt trunk. Billy and his "buds" also shaved the door handles and emblems for a clean custom look.

Even though he'd probably like to try, Billy couldn't do everything himself. The painting portion of the project was "farmed out" to the pros at Rudy's Customs in Salinas. The crew at Rudy's sprayed a mixture of pagan gold and tangerine candy paint, laying down a graphic pattern that's the envy of many a custom car owner. And then there's the mural on the trunk, featuring "legendary" reggae musician Bob Marley. Mike's Signs of Salinas must have been inspired on the day they applied this mural, from which the car gets its name.



The interior is likewise finely turned out, with a two-tone gold and tangerine color scheme. The velour upholstery featuring the big biscuits was done by Memo of Salinas. Billy's passengers can enjoy a Fuji TV with VCR or a jammin' sound system, both installed by Gene and Will's Auto Customs in Salinas.



As befitting a vehicle dedicated to a master musician, the stereo setup in The Legend is state-of-the-art. A Kenwood head unit boosted by Alpine amplification is wired to a speaker collection that includes Power Acoustic tweeters and midranges, and Punch subwoofers. With a system designed for maximum clarity and thumpin' bass, Billy can spike the volume whenever he plays Bob Marley favorites from the *Legend* album or other cool music.

At some point during the two-year customizing time, Billy acquired a set of 13x7 chrome Dayton wire wheels and Remington rubber with 2-inch wide whitewalls. Though he did a lion's share of the work himself, Billy is quick to thank those who helped him customize the Cutlass. Besides, those already mentioned, Billy would like to thank his "lovely" wife, Claudia, their young son William, and his friends for all of their support.

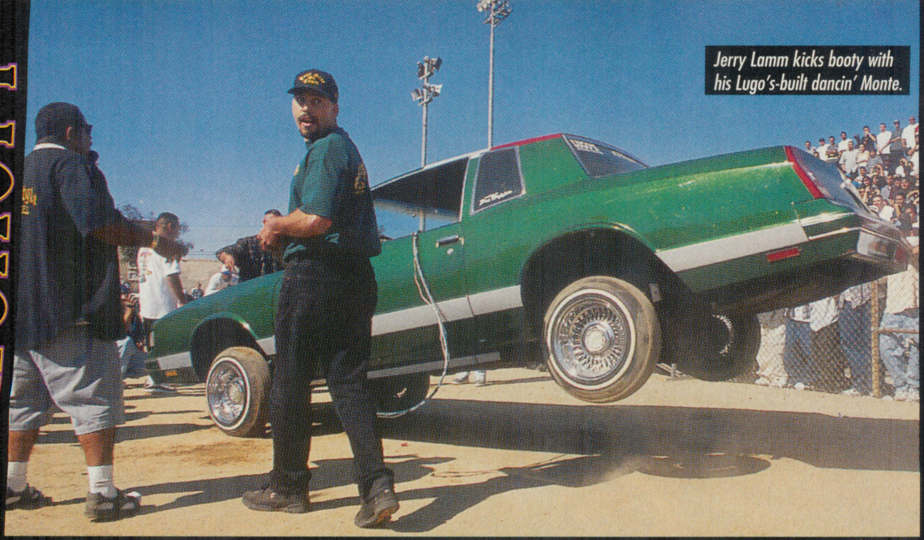
Once the Cutlass was complete, Billy began entering it in car shows, with spectacular results. The Legend has proven to be a guaranteed trophy taker, earning First Place recognition at *Lowrider* Magazine Super Shows in Oakland and Los Angeles, as well as winning big at other California car show locations like Bakersfield (where it won Best of Show), Imperial Valley, Oxnard and Santa Maria. With a track record like that, it's obvious that The Legend is living up to its name. ✌

TECH***SPECS***

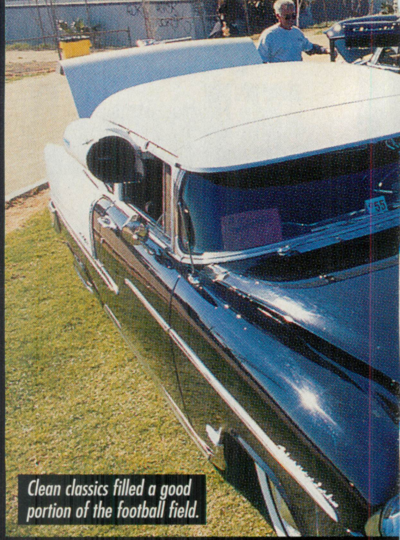
The Legend

Owner	Billy Gray
Vehicle	'81 Oldsmobile Cutlass
City/State	Salinas, California
Club	New Arrivals C.C.
Engine	'85 Oldsmobile V8
Setup	One Red's pump, two Delta dumps, 8-inch cylinders
Tires	P155/80-R13 Remington
Wheels	13x7 Dayton

STRAIGHT CLOWNIN' TOUR '97 KICKOFF



Jerry Lamm kicks booty with his Lugo's-built dancin' Monte.

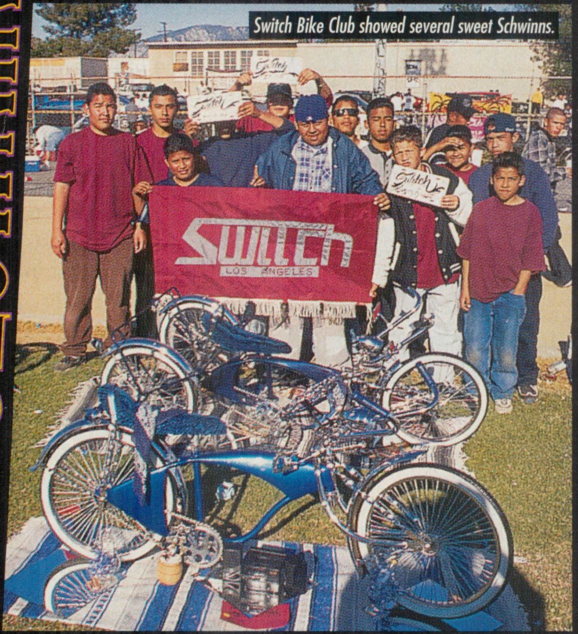


Clean classics filled a good portion of the football field.

Pablo Caral's '81 Regal from Amigos-Oxnard.

TEXT AND PHOTOS BY DICK DE LOACH

High school car shows have always been a popular part of the Southern California lowrider scene for several reasons: they're family-oriented fun, combining the best of a car show, a picnic and a hop. Some of the best "OG-style" high school shows are put on by RC Entertainment (headed by Zeus); the Straight Clownin' Tour '97 kickoff (co-sponsored by the House of Lowriders), held in late February at San Fernando High School in San Fernando, California, may be the best yet.



Switch Bike Club showed several sweet Schwinns.

Danny Arriaga's "Street Tattoo" '59 from Imperials.

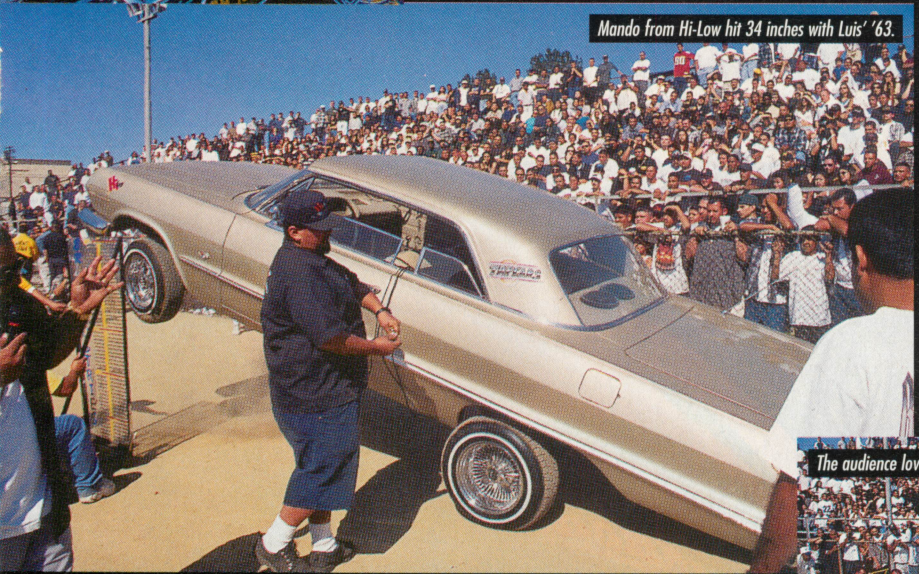
Hector Lopez' four-door Civic from Rapture C.C.

This hot '63 hit new heights in the hop.

Edgar Machuca's safari-topped '85 Ranger is a Rapture ride.

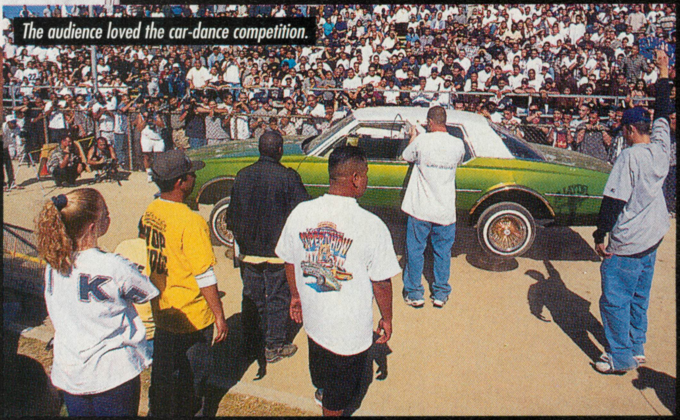
Kevin Ruano's 20-inch Schwinn from Neú Exposure.

ANOTHER OG-STYLE SHOW AT SAN FERNANDO HIGH.



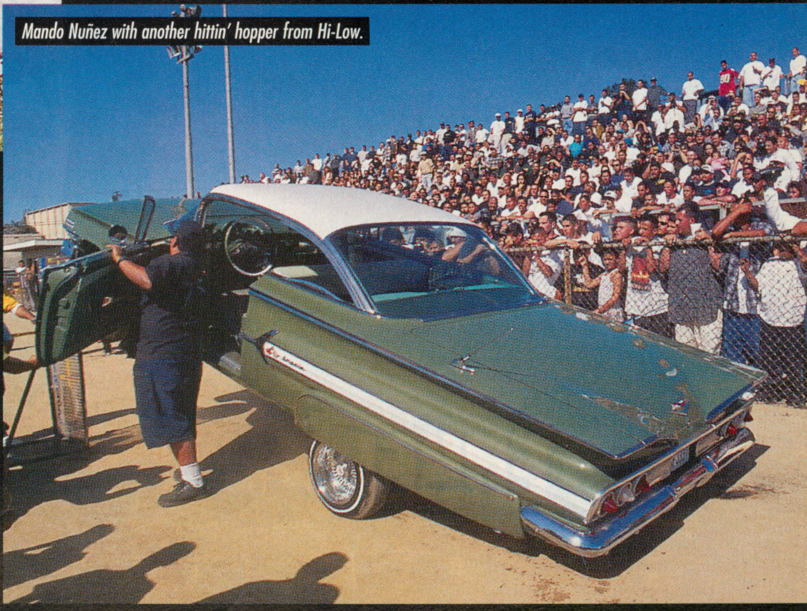
Mando from Hi-Low hit 34 inches with Luis' '63.

Alex Ibarra's '89 Astro from Neú Exposure with Melissa.



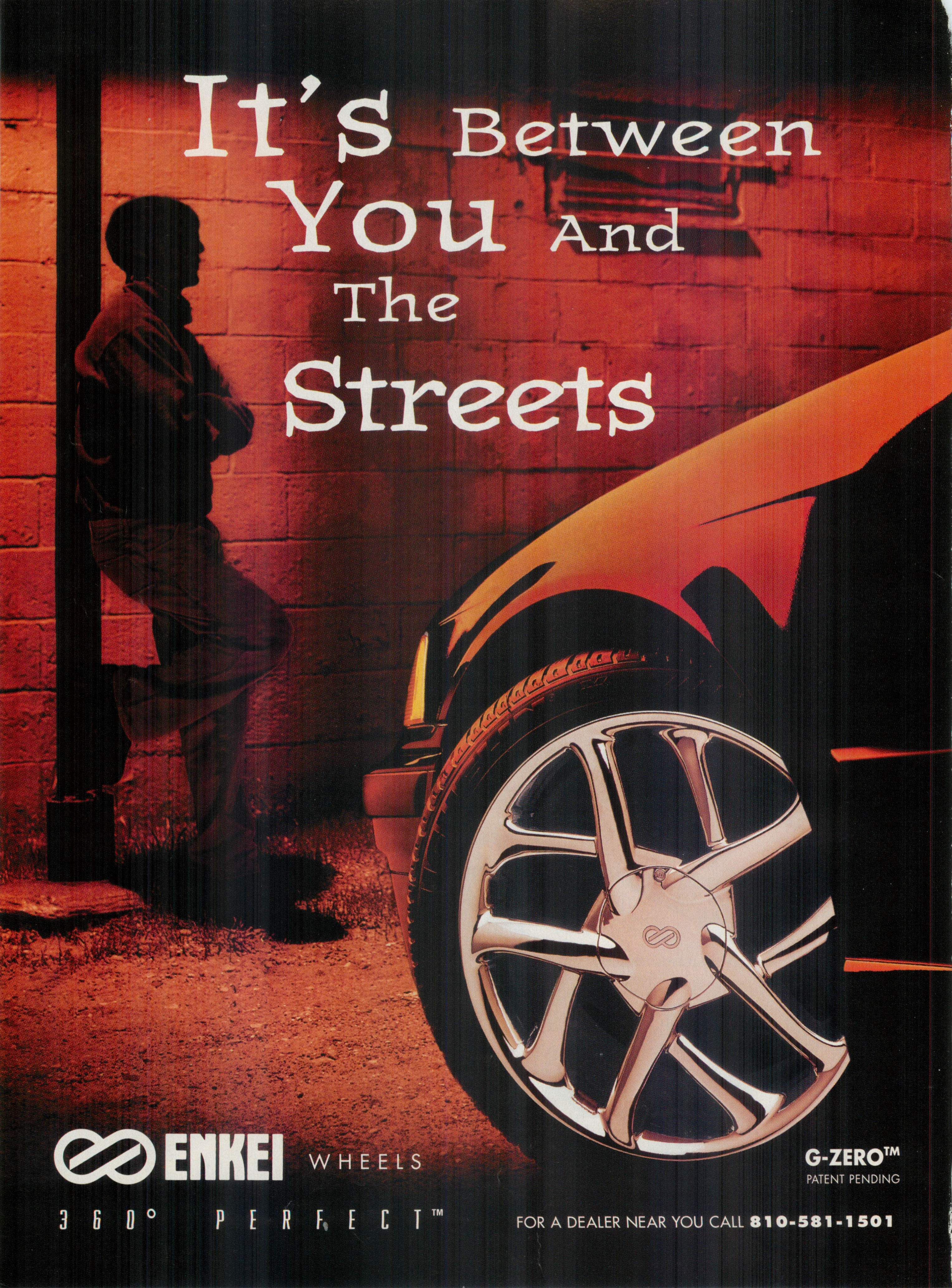
The audience loved the car-dance competition.

Cesar Camacho's "Topless '65" from Legions-Valley.



Mando Nuñez with another hittin' hopper from Hi-Low.

Steve Sharmahd of Neú Exposure showed his '95 Dodge Ram.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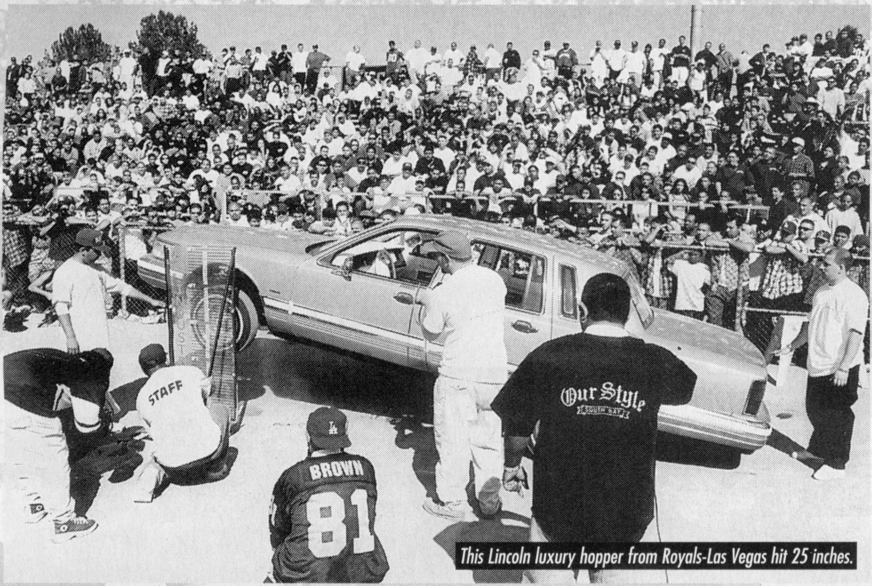
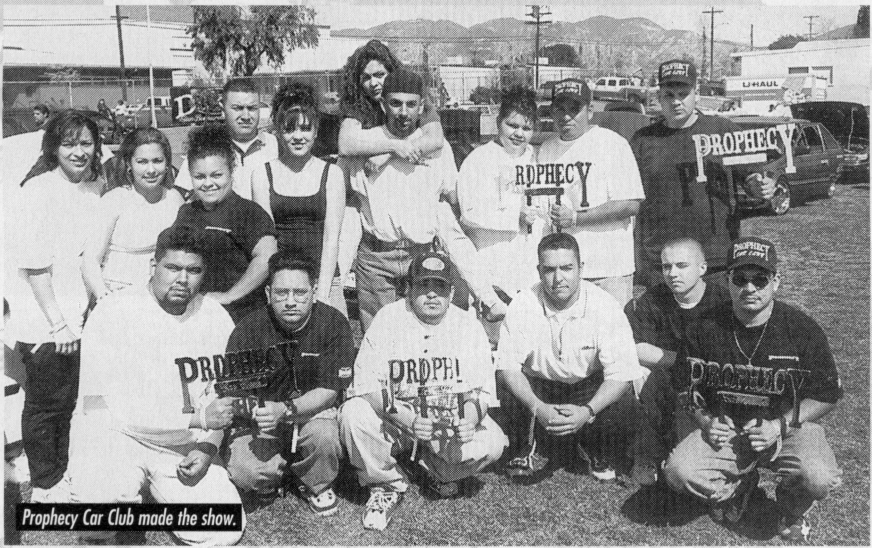
Straight Clownin' Tour '97 Kickoff



This Lincoln luxury hopper from Royals-Las Vegas hit 25 inches.

Second II None-Ventura County came out.



Prophecy Car Club made the show.

Old Memories Car Club in the house.

Diego Alvarez' '87 Aerostar from Rapture.

Rapture Car Club made a strong showing.

Winter winds in the morning produced clear skies and mid-60s temperatures, a perfect setting for the more than 380 traditionals, bombs, Euros, trucks and lowrider bikes that filled the football field *and* the overflow areas. Great for the thousands of spectators who attended, but tough work for the show judges from Show & Kustom. "We didn't expect such a terrific turnout," said Zeus. But why not; the word was out that this would be a good show.

A record number of car and bike clubs attended as well. Among them, Oldies-SFV, City Life, Neú Exposure, Suavecitos, Legions, Super Natural, Prophecy, Rapture, Shades of Brown-Bakersfield, One Bad Creation, Amigos-Oxnard, Imperials, Old Town-Pasadena, Our Style, Way of Life-Pasadena, Latin Image, Classics-Santa Ana, Pura Locura, La Gente,

San Fernando High Winners

BEST LOWRIDER Jaime Anaya - '80 Buick Regal Another Bad Creation C.C.	**BEST ENGINE** Juan - '63 Impala Super Natural C.C.
BEST BOMB Danny Arriaga - '59 Impala Imperials C.C.	**BEST INTERIOR** Cesar Camacho - '65 Impala Legions-Valley C.C.
BEST TRUCK Jessie Marquez - '85 Toyota Desirable Ones-Las Vegas C.C.	**BEST UNDERCARRIAGE** Jessie Marquez - '85 Toyota Desirable Ones C.C. Las Vegas
BEST BIKE Gilbert Luque- Schwinn trike Sweet Colors B.C.	**CLUB PARTICIPATION** Car: Neú Exposure C.C. Bike: Classic Oldies B.C.
BEST PAINT Gordon Powell - Red Corvette	**LONG DISTANCE CLUB** Royals C.C. Las Vegas, NV
BEST MURAL Alex Ibarra - '89 Astro Van Neú Exposure C.C.	

Straight Clownin' Tour '97 Kickoff

Pure Pleasure-Kern County brought the family.

Flojos-SFV had a cool display.

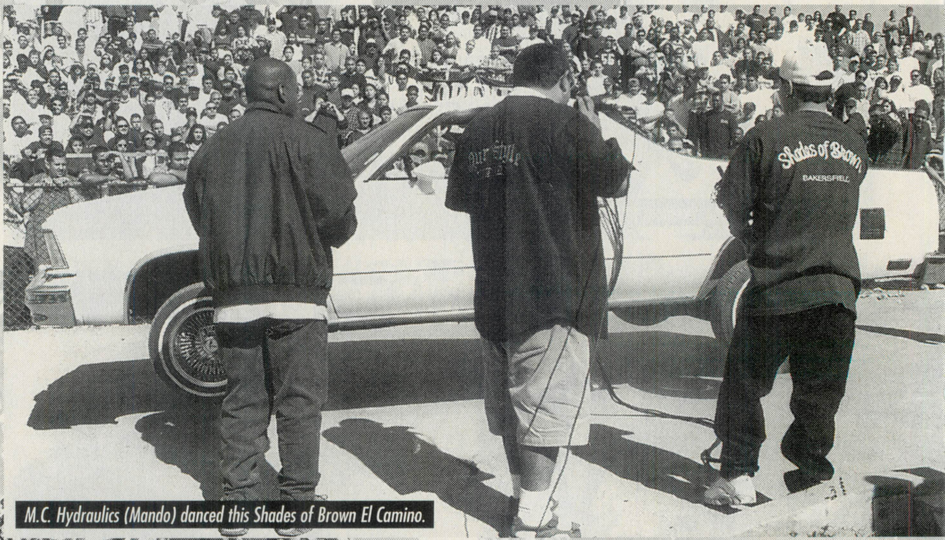
California Class-OC, Flojos-SFV, Forever Clown-N, Pure Pleasure-Kern Co., Majestics, Sweet Colors, Duke's, Viejitos, Public Enemy plus Desirable Ones and Royals Car Clubs and Delegation Bike Club from Las Vegas, to name a few.

While DJ Andre spun the platters, everyone had a few hours to check out the rides, grab some great grub from Griselda Garcia and visit the vendors including AWC Plaques, Mexica silk-screen art and pottery, Sancho's embroidered caps and Scimo's Pinstriping. Then it was time for the Car and Truck Hop, sponsored by Homies and Hi-Low Hydraulics.

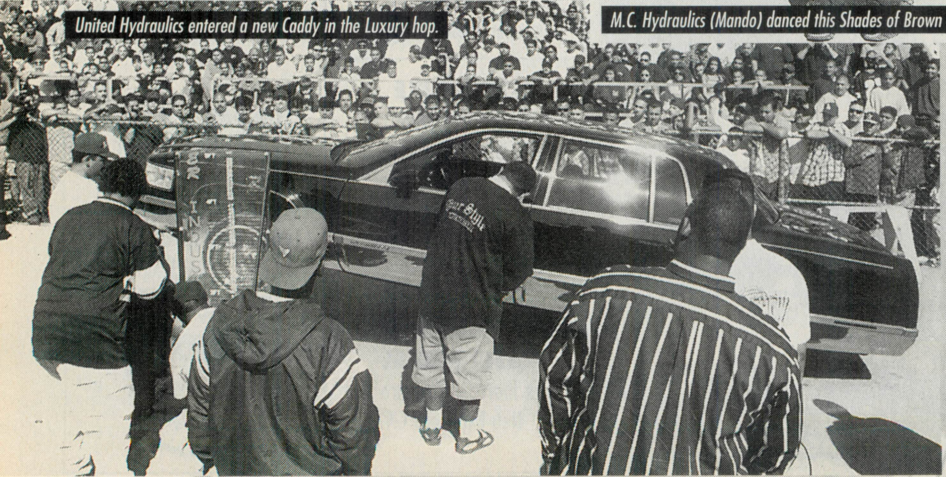
Gary May headed the inspection team with Art Tuason of Hopp-O's helping and M.C. Hydraulics on the mic hyping the Hop. The audience watched some of the best switchmen perform, like Truck Hop winner Carlos España, World Champion car dancer Jerry Lamm from Lugo's-Oxnard, Single-Pump champ Mando Nuñez of Hi-Low, Luxury champ Mando Hernandez from United as well as several talented new-comers from the Southland and Las Vegas.

As the sun sank low in the sky, the trophies and prize money were passed out and another successful show came to an end. But, it's just the beginning of a great '97 show season as the Straight Clownin' continues–courtesy of RC Entertainment.

Majestics-Huntington Park smiled for the camera.



M.C. Hydraulics (Mando) danced this Shades of Brown El Camino.



United Hydraulics entered a new Caddy in the Luxury hop.

Forever Clown-N Car Club is bustin' out.

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Cruising with a Legion of Doom Escort

DARKSIDE

TEXT BY ARMANDO M. AVILA; PHOTOS BY NATHAN TRUJILLO

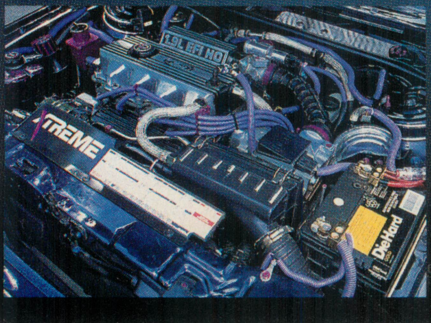
Have you ever walked down the street and felt like you were being followed? Your imagination starts to create images of a man, a man in a dark coat, a man that follows your every step, your every movement. At last, when you're tired and can't run anymore, you're ready to face the "Darkside." Well, this has nothing to do with Matt and Bonnie Mosiman's '89 Ford Escort GT from Portland, Oregon, but it was a neat way to tell you the name of their car.

From the ground up, this Euro has an elegant style and that touch of mystery for the double take when you see it roll by. Starting with the engine, the Mosimans decided to keep the stock 4-cylinder, but wanted something more to look at when the hood was opened. Store-bought products and a little elbow grease made for a great-looking engine.

Specifically, a Phoenix Gold alternator with a chrome case was added, and some chrome and gold-plated parts replaced the old ones. Hose clamps, wire harnesses, and some screws and bolts were painted for a neat touch. A hand-polished valve cover sits surrounded by chrome-braided hoses, purple wire covers and black engine components. It's hard to believe that this is a daily driver, but Matt and Bonnie share the task of keeping the engine compartment clean.

For those of you who are suspicious about lowriders driving their cars, here is a couple that will change your mind. The suspension was left alone with the exception of certain areas where paint was applied. The wheelwells were painted metalflake blue, with spiders painted in the front wells and graveyard scenes in the rear wells. Like a lightning bolt shooting through a dark night, a stainless steel Borla muffler system streaks underneath the car and ends with an extra-large tip.

After looking at the dark side of the car (the engine and undercarriage), Matt and Bonnie worked their magical talents on the interior. Owning B&M Auto Interiors

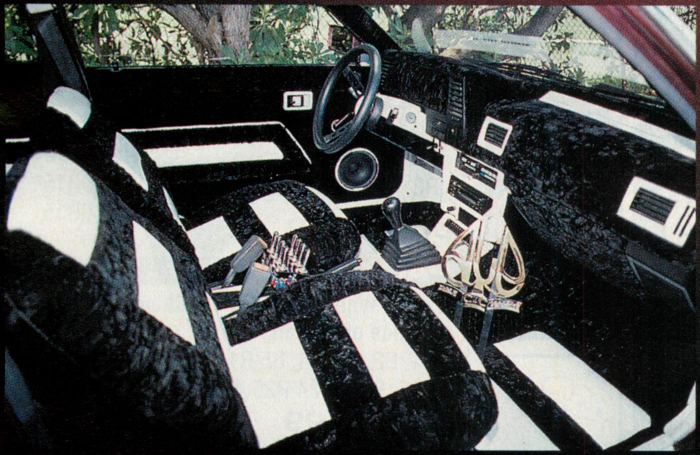


Continued on page 117

Keith's Sentra is a big deal on the island of Maui

Acey Deucy

TEXT AND PHOTOS BY STAN PINHO



Wailuku, Hawaii (on the island of Maui), is home to Keith Inouye, a top-notch lowrider model car builder. Keith is also a member of Another Creative Edition Car Club and the proud owner of this very nice '89 Nissan Sentra, "Acey Deucy."

Keith began work on the ride five years ago when the car was a total "stocker." The first mod carried out was a Xenon ground effects kit molded to the Nissan's body. Joe Natividad of Kahului, Hawaii, then shaved the antenna and took care of all of the necessary bodywork.

Joe then grabbed his spraygun and applied PPG candy zenith gold as a basecoat. Next, Joe mixed a blend of candy pinks and sprayed it all over the gold base to create a deep-looking pink appearance. Joe finished the job by spraying clear and buffing his work to a fine shine.

Keith solved his hydraulic needs by installing two Fenner-Stone aluminum block pumps with eight Red's dumps. Keith's setup runs four solenoids, eight switches and four Voyager deep cycle batteries. To be on the safe side, Keith also added custom Euro struts and 1/4-ton springs up front.

Once the ride was juiced, Keith and his girlfriend, Vivian Toro, used their talents to redo the stock Nissan upholstery. Keith and Vivian used black crushed velour and white vinyl in a pleated button-tuck pattern on the seats and throughout the interior. A white vinyl top was the icing on the cake.

Getting back to the interior, Keith wanted a hard-thumpin' sound system, so he installed Alpine

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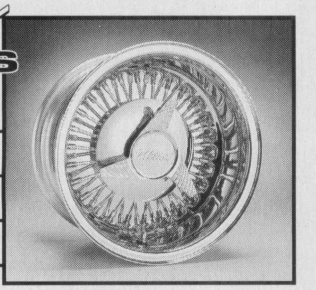

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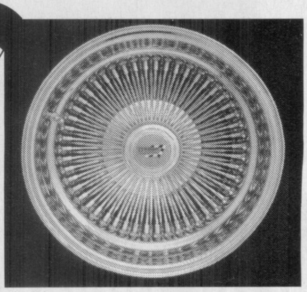

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Acey Deucy

equipment (including V-12 amps and crossover) and hooked it all up to Alpine tweeters and mids, and four 10-inch American Bass subwoofers. Keith now has bass to burn.

Once the interior was completed to his satisfaction, Keith finished off his ride with a set of 13-inch 72-spoke Dayton wire wheels and BFGoodrich Euro T/A rubber. As soon as the tires and wheels were mounted, Keith knew that it was time to rock and roll.

Since completion, Acey Deucy has won its fair share of awards. Even so, Keith says that by the time this story gets printed, many more tricks will have been performed to keep his Nissan up to competition standards. Acey Deucy is becoming a big deal and that suits Keith just fine. ✌

TECHSPECS

Acey Deucy	
Owner	Keith Inouye
Vehicle	'89 Nissan Sentra
City/State	Wailuku, Hawaii
Club	Another Creative Edition
Engine	Stock
Setup	Two Fenner-Stone pumps, eight Red's dumps, 8-inch Red's "skinny" cylinders, eight switches
Tires	175/50-R13 BFGoodrich Euro T/A
Wheels	72-spoke Dayton

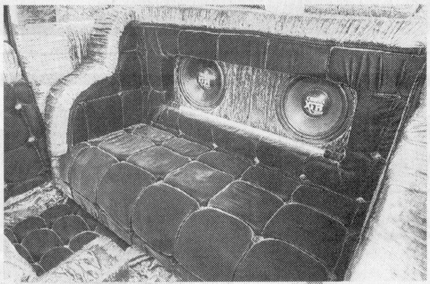
DARKSIDE

Continued from page 114

in Portland, Oregon, made it easy to stitch a wild interior. Every part of the interior is covered in royal blue and dark royal blue crushed velvet. The seats are trimmed in blue coffin pleats and the insets done in large biscuit tuck and buttoned in blue. The front seat was also chopped 6 inches, and the back seat was fitted with a subwoofer box that holds two 10-inch Orion XTR SVC subs and is lit by blue neon.

The floor is just as good, with the trimming and drivetrain hump done in blue coffin pleats with insets done in biscuit tuck. The dash is upholstered completely in coffin pleats, but the gauges were left original. For thumping heart attack sounds, the console holds a Sony AM/FM/changer/controller. Over the glove box is a Sony electronic crossover. Looking up, the headliner has a spider web stitched into it and is framed with four blue neon lights. Finishing the interior is a skull sitting on the package tray, mesmerizing passersby with its eerie red eyes and strobe effect.

The trunk has a few tricks of its own. On the trunk lid hangs a blue neon sign with the word, "Darkside." The upholstery is the same as the interior with a few added extras. The left wall holds an Orion 2150 amplifier, fuse box, Stinger stiffening capacitor, 10-disc CD changer and a fan to keep it all cool. Matt himself installed the



entire sound system. Housed in the right wall are flares, flashlight, first aid kit and fire extinguisher. Oh, we almost forgot, between the twin cascades of blood, complete with skulls and running water, is Crucible II, a cute little 4-inch zebra-leg tarantula.

The car was painted by Dan Donaca of Aloha, Oregon, who shot two gallons of royal blue metallic and a gallon of blue pearl over a silver base. The car was then sanded for two gallons of clear. Before applying the clear, Dan airbrushed two of Chaos Comics' hottest bad girls. On the hood is a painting of "Lady Death" with a big, beckoning smile. She also adorns the gas tank door, almost daring you to fill the tank. On the passenger quarter panel is a mural of Lady Death's archenemy, "Purgatory." The horned vampire shows her claws to allies of Lady Death. Bleeding skulls in the doorjambs startle you as the doors are opened.

Another marvel is the pinstriping talents of Spiderman Pinstriping in Portland, Oregon. "Spiderman" himself worked his paint-slinging skills, like the superhero he is, and added lines and designs to accent the car's body lines. The phantom top is made from black convertible material by the experts at Sporty Tops of Portland.

So, if you're driving down the road one day and you feel like you're being followed by an evil presence, it could be Matt and Bonnie's "Darkside" Escort. Don't worry, though, they're probably just driving home from a meeting with the Legion of Doom C.C. ✌

TECHSPECS

Darkside	
Owner	Matt and Bonnie Mosiman
Vehicle	'89 Ford Escort GT
City/State	Portland, Oregon
Club	Legion of Doom C.C.
Engine	1.9-liter fuel-injected 4-cylinder
Suspension	Stock
Tires	175/50-R13 BFGoodrich Euro T/A
Wheels	13x7 96-spoke McLean

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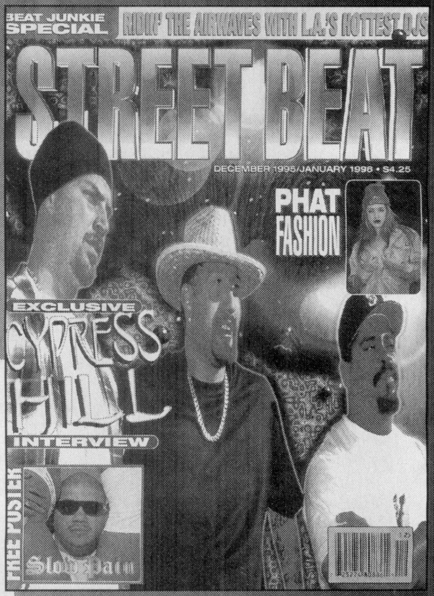

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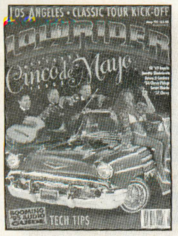
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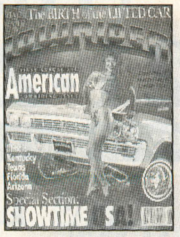
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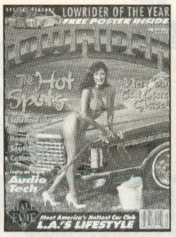
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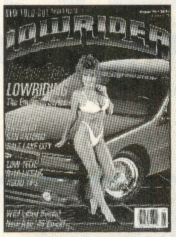
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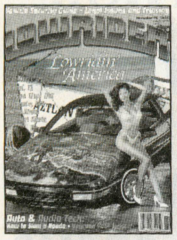
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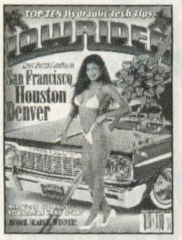
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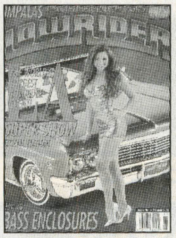
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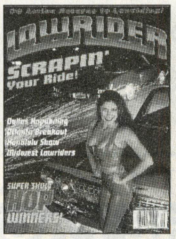
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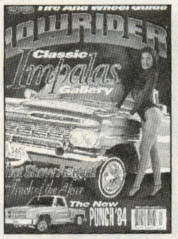
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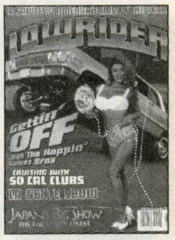
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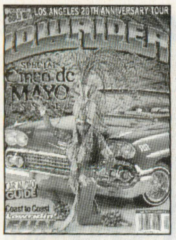
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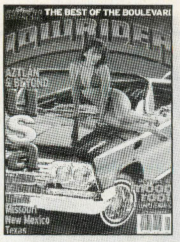
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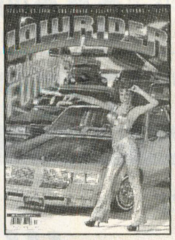
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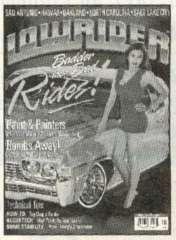
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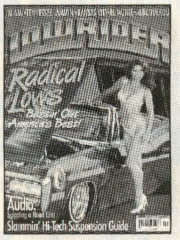
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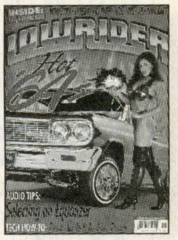
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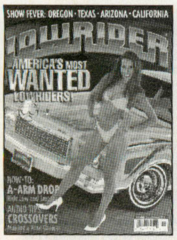
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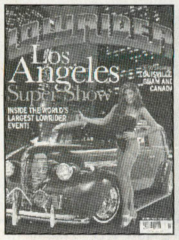
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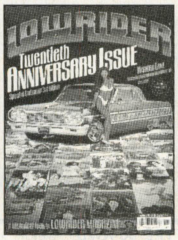
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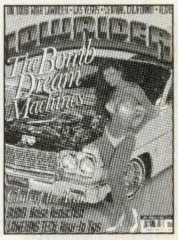
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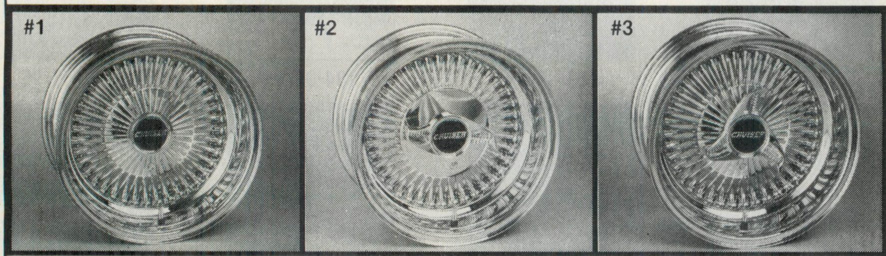

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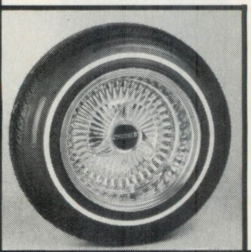

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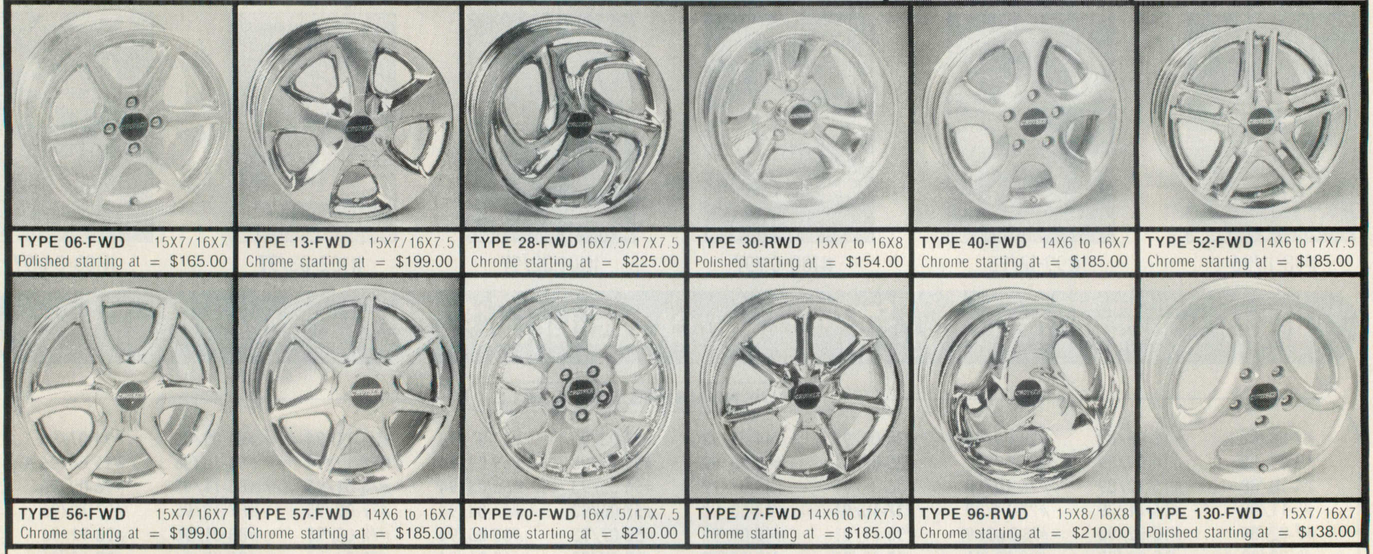

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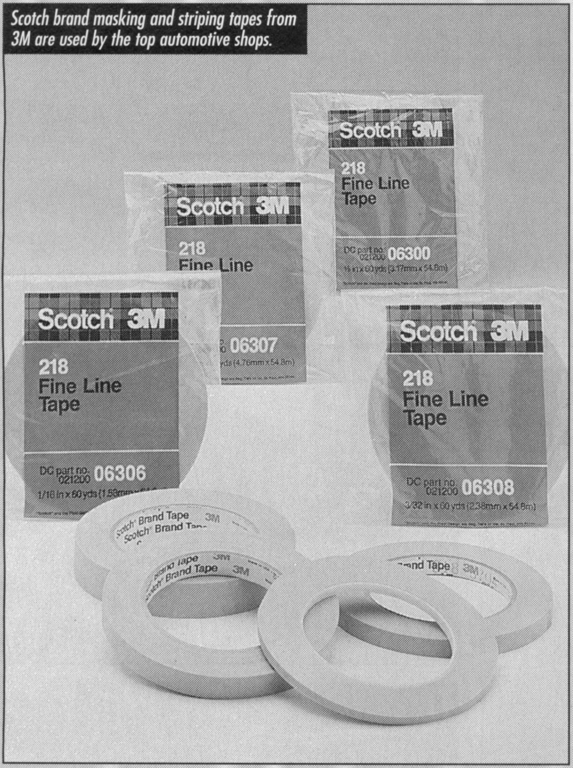
ADD CUSTOM Graphics

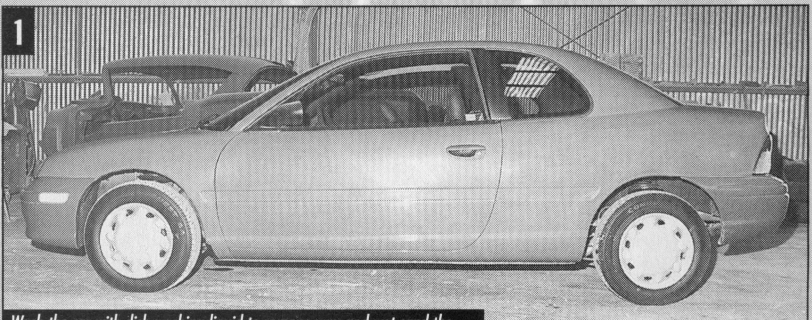
PART ONE



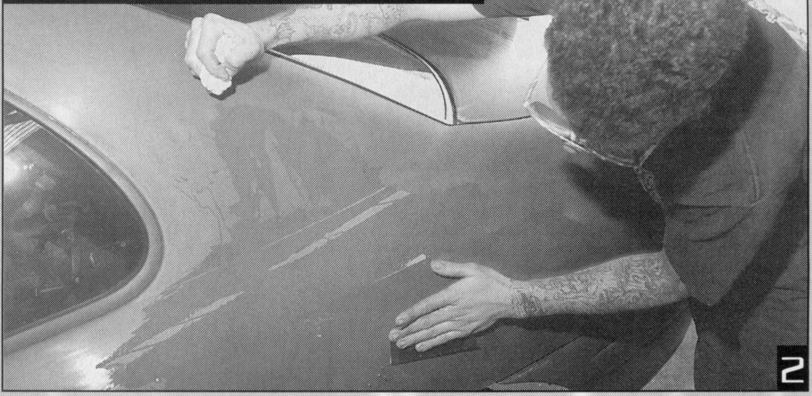
Scotch brand masking and striping tapes from 3M are used by the top automotive shops.

TEXT AND PHOTOS BY DICK DE LOACH

One of the most striking features of a lowrider is its paint job. Mild or wild, traditional or New Age, street or show, custom paint catches the eye and makes a visual statement that is hard to beat. However, a cool custom coat can be too expensive for the average *vato*—especially if it involves full body paint and graphics or patterns.



Wash the car with dish-washing liquid to remove wax and wet-sand the areas to be painted with 1,000 to 1,200-grit sandpaper for paint adhesion.

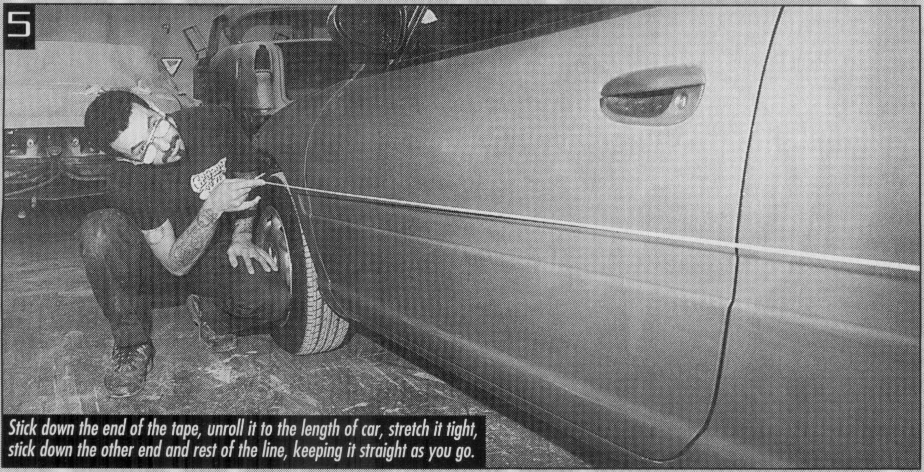


STOCK PAINT CAN BE A GOOD START TO A GREAT FINISH.

Using 3M 1/8-inch masking tape, start laying out the pattern on the trunk and around the taillight curve.

Then, down and around the wheelwell contour, pressing the tape down as you go.

ADD CUSTOM Graphics



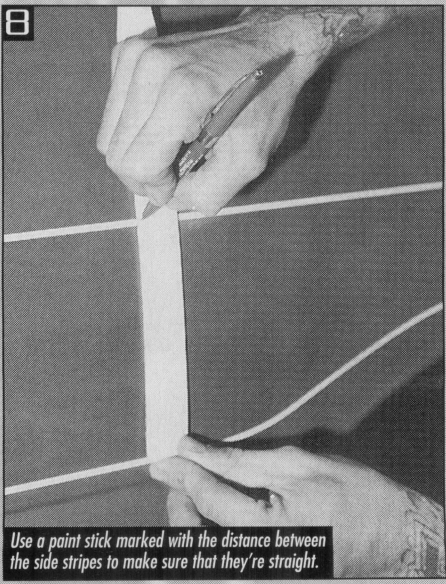
Stick down the end of the tape, unroll it to the length of car, stretch it tight, stick down the other end and rest of the line, keeping it straight as you go.

Now run a second tape line around the taillight and down the side.

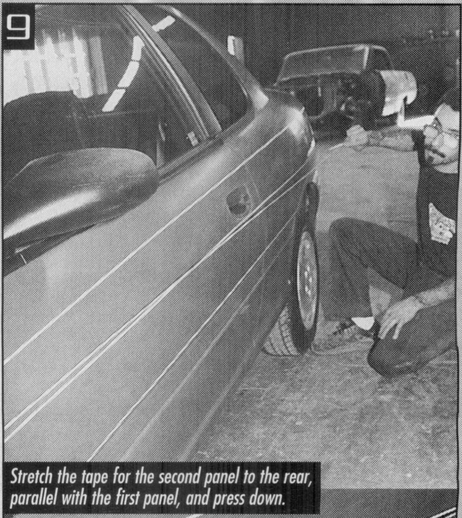
Fortunately, there is an alternative available that can give you the custom look you want and save you as much as 50 to 60-percent if you have it done...more if you do it yourself. Plus, if you show your low, this option may make a difference in whether you're put in Street or Mild Custom. You see, by '97 Go-Lo car show rules, it's not considered "complete custom paint," so it counts as a *minor* modification.

What's the secret solution? Simple: Just add custom graphics over *stock* paint. All you need to tackle the task are the tools, the time and the tenacity. Of course, the age and condition of the stock paint will determine how much work is required to make the body color look its best; a newer car or truck with a fresh factory finish, or a recently repainted *ranfla* will produce the best end results.

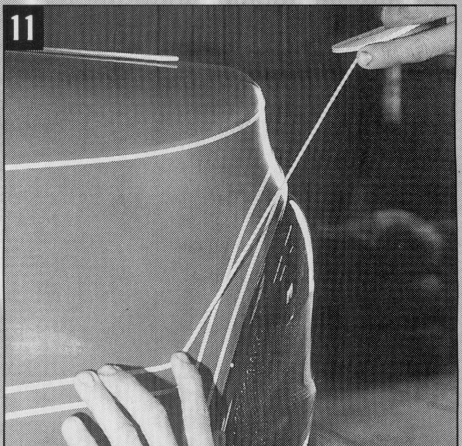
Continued on page 125



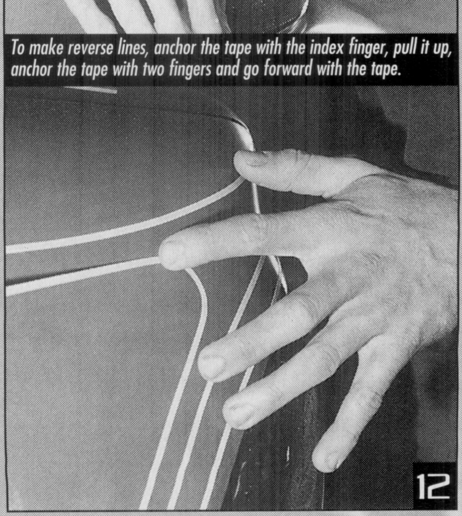
Use a paint stick marked with the distance between the side stripes to make sure that they're straight.

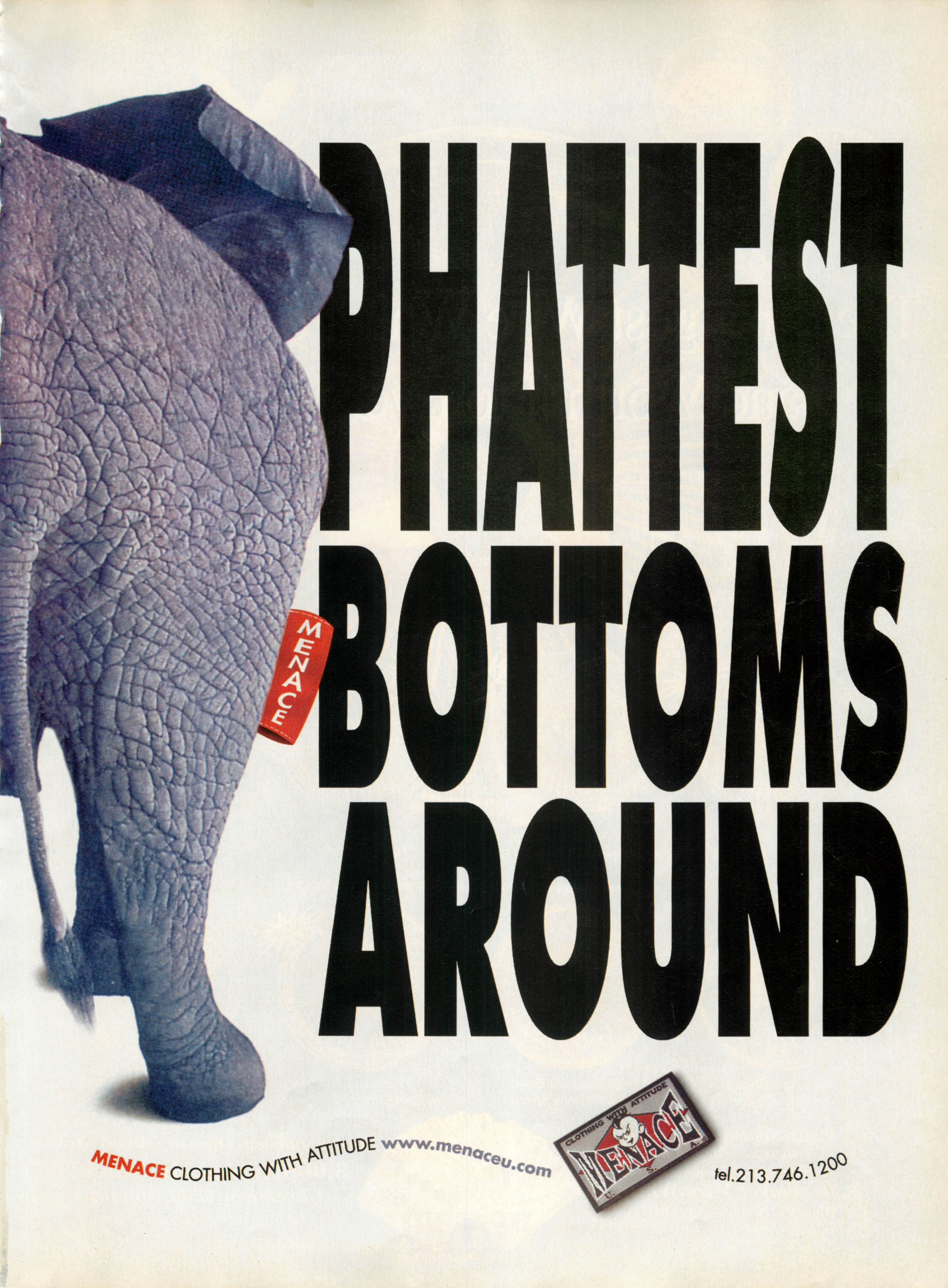


Stretch the tape for the second panel to the rear, parallel with the first panel, and press down.



To make reverse lines, anchor the tape with the index finger, pull it up, anchor the tape with two fingers and go forward with the tape.





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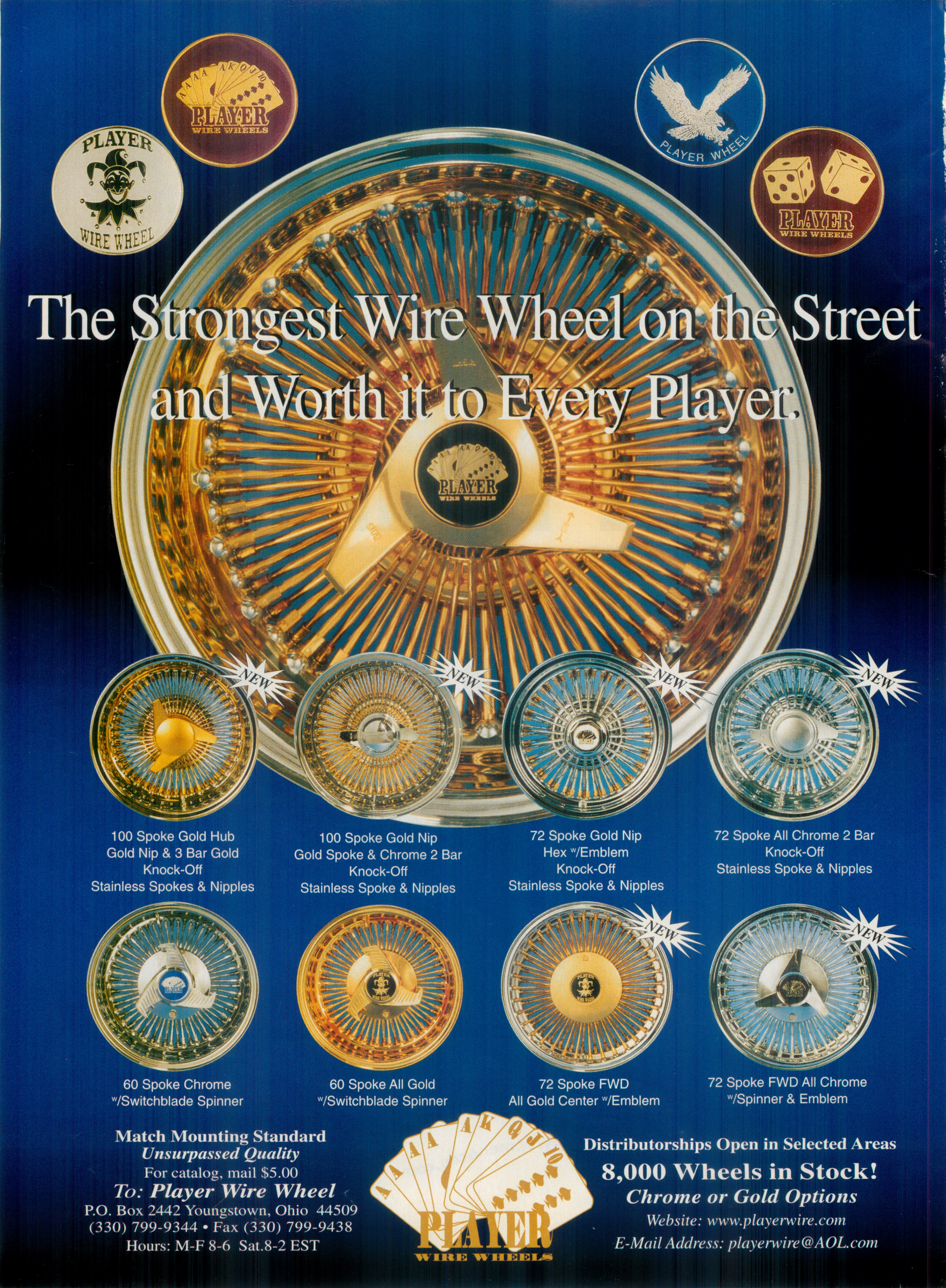
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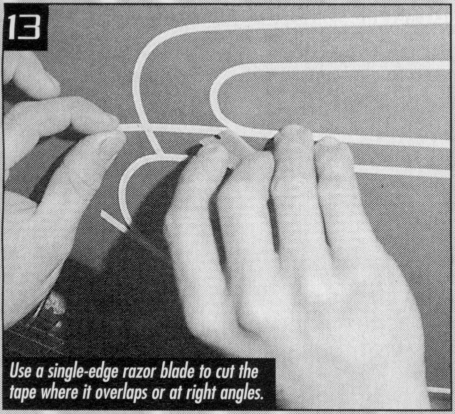


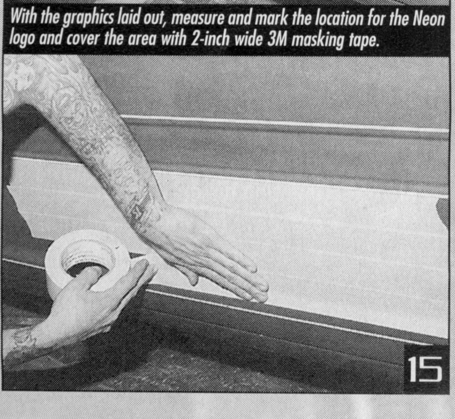
13 Use a single-edge razor blade to cut the tape where it overlaps or at right angles.

Continued from page 122

We followed Mario DeAlba, Jr. (of Mario's Auto Works in Pomona, California) as he performed the makeover on a '97 Dodge Neon coupe with factory flame red paint for the *Lowrider* History Tour. The goal was to create custom graphics and "ghost" patterns that would include the Neon logo (using a pattern made in a copy machine) and bring out the car's best lines. Mario suggests that you stare at your car or truck to see what body lines and contours you have to work with and even get some ideas from magazines, "But never copy!"

Once you've got a design you like, follow the photos for the basics of how to start stock and finish fancy, which we'll show you in next month's issue.

14 With the graphics laid out, measure and mark the location for the Neon logo and cover the area with 2-inch wide 3M masking tape.



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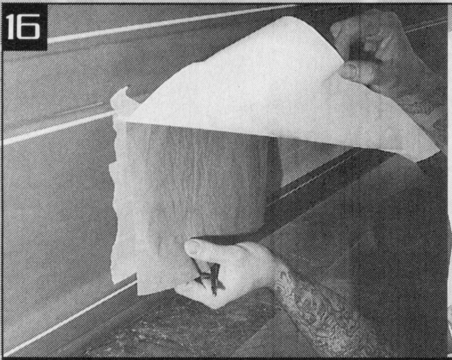

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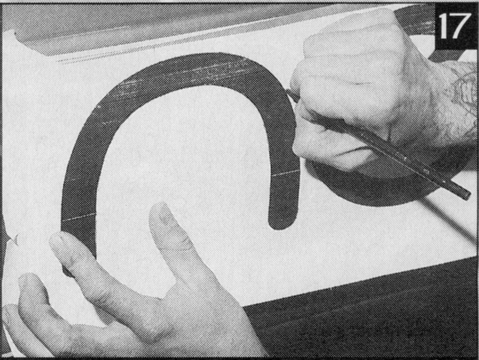
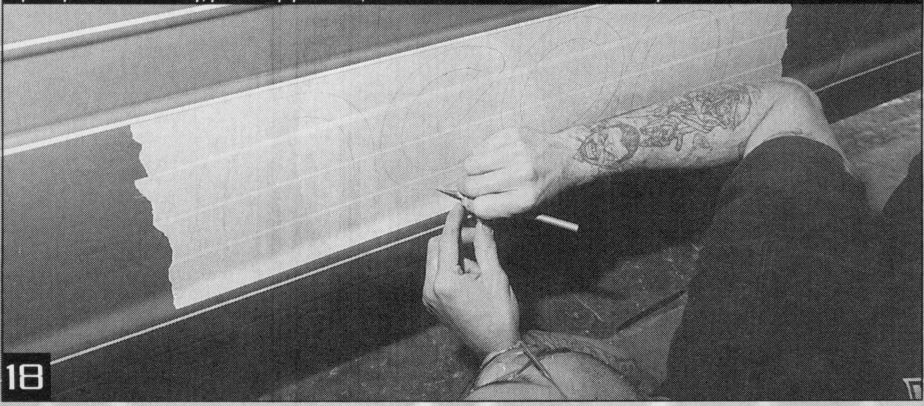


17 Tape the pattern down at the top, put carbon paper under it, trace the outline of the letters onto the 2-inch tape and cut the outline with an X-acto knife.



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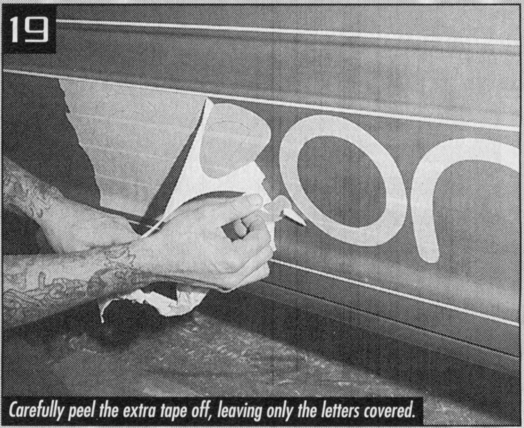
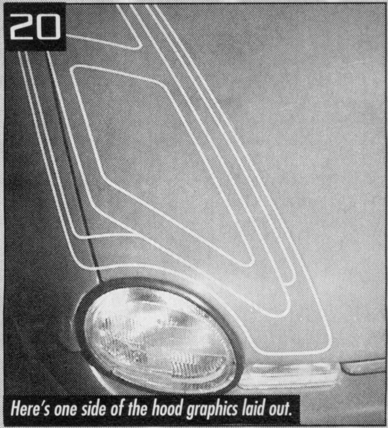
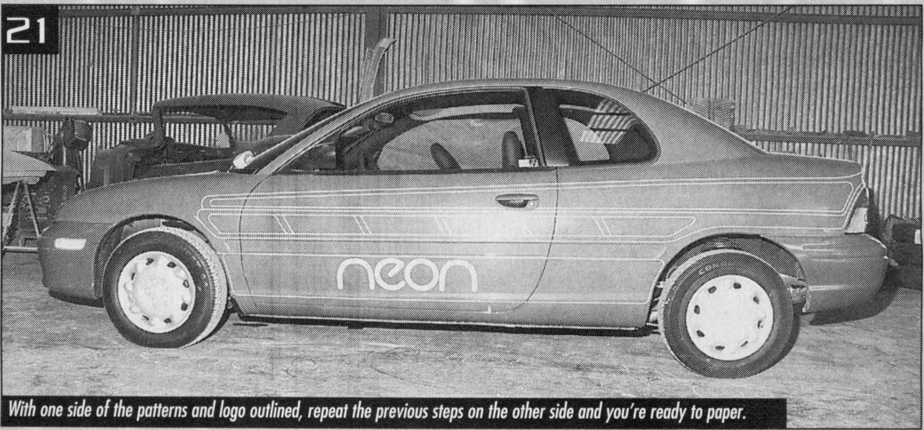


19 Carefully peel the extra tape off, leaving only the letters covered.



20 Here's one side of the hood graphics laid out.



21 With one side of the patterns and logo outlined, repeat the previous steps on the other side and you're ready to paper.

SOURCES:

MARIO'S AUTO WORKS	3M AUTOMOTIVE DIVISION
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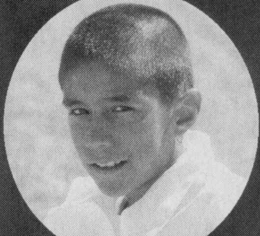
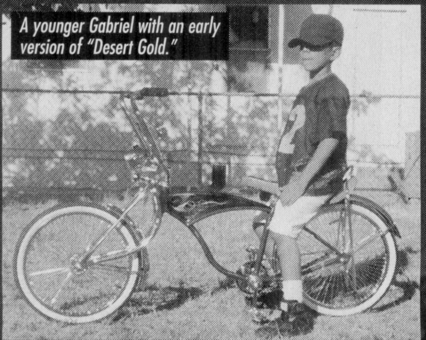
Desert Gold

TEXT BY JEFFREY RICK; PHOTOS BY NATHAN TRUJILLO



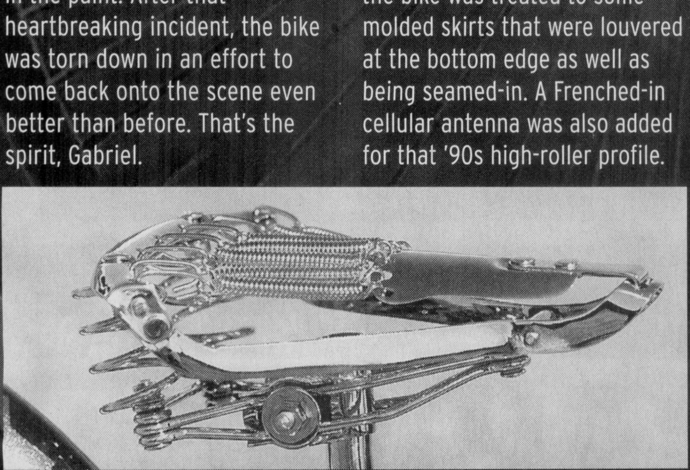
Splashed across the pages of *Lowrider* Magazine is a glittering gold bike belonging to 11-year-old Gabriel Zaragoza, Jr. of Casa Grande, Arizona. "Desert Gold," as its called, is a '71 Schwinn Sting-Ray that blends radical mods, wild graphics and, of course, the hittin' chrome.



A younger Gabriel with an early version of "Desert Gold."

A couple of years ago, Gabriel, with some help from his dad, Gabriel Zaragoza, Sr., assembled the first version of this bike only to go on a test run after a show and get a few chips in the paint. After that heartbreaking incident, the bike was torn down in an effort to come back onto the scene even better than before. That's the spirit, Gabriel.

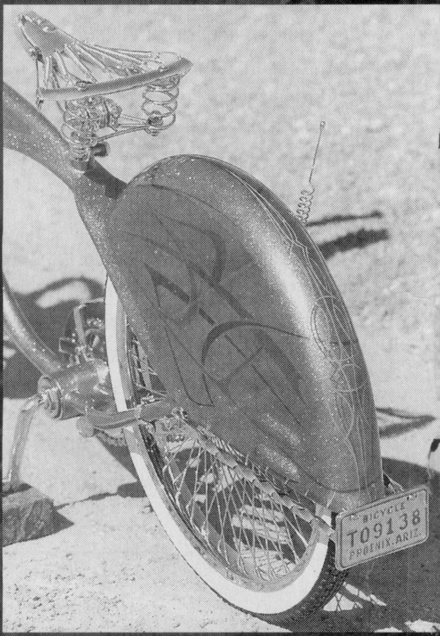
The frame already had a welded front tank and some minor accents that were added on by Reyes Customs in Phoenix, Arizona, so the ride was delivered to Build-A-Bike in Glendale, Arizona, where it underwent major surgery. The lower front frame now sports a reverse shark fin while the center seat post was cut out in favor of having more open space in the center of the bike. For a more aerodynamic profile, the rear of the bike was treated to some molded skirts that were louvered at the bottom edge as well as being seamed-in. A Frenched-in cellular antenna was also added for that '90s high-roller profile.



Once all of the modifications were sanded and prepped, Alex Lopez of Modern Art in Phoenix (who also performed some of the frame mods) mixed up some House of Kolor pagan gold candy with real tight flakes and promptly sprayed the entire frame with the rich mixture. Bringing the ride into the modern era are some futuristic hand-laid graphics strategically spread out by Ron Hernandez of Avondale, Arizona, in green and red swirls that run the length of the frame.

Now that young Gabriel possessed a frame of gold, he set out to collect the rest of the parts necessary to put together a bike with a lock on show gold. Gabriel loaded up with aftermarket items like twisted wrought iron springer forks, twisted license plate bracket, cast iron spear pedals and a seat waiting to be reupholstered, and combined them with original Schwinn parts like the sprocket, goose neck, handlebars and chain guard.

Most of these parts were acquired through Gabriel's connection with Kay at Arizona Bicycle Supply in Phoenix. The chrome and gold plating was done done by Carlos Lopez at Charley's Custom Plating in Phoenix. Gabriel also chose his wheels well, opting for 72-spoke gold Baby Daytons wrapped with whitewalls for an OG appeal.

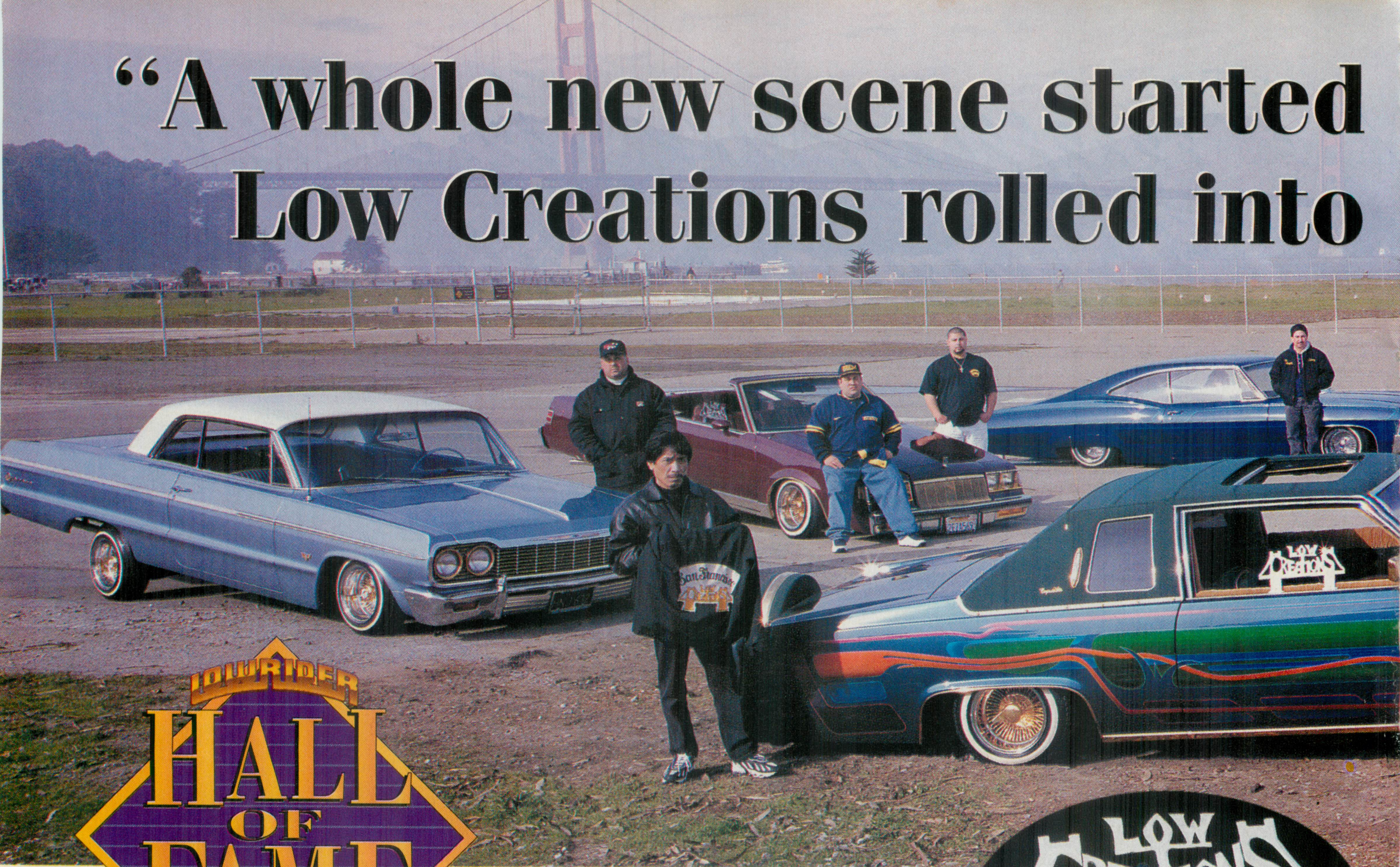


Gabriel's goal all along was to build a golden bike that would knock 'em out at the shows and make it to the pages of **LRM**. Now, he has accomplished both goals. Desert Gold has taken a number of First Place trophies during its three-year show career, including a Best Modifications plaque at the '96 Mesa show.

As for Gabriel, he's got his hands full. Besides working on his bike, Gabriel occupies himself with Pop Warner football, Kempo karate (he has a purple belt) and membership meetings with Playtyme Bike Club, not to mention his duties as a sixth grader at Mesquite Elementary in Casa Grande. **LRM** bets that Desert Gold is a big hit at school, especially with the girls. Keep up the good work, Gabriel.

Digging on Gabriel's Glittering Schwinn.

"A whole new scene started Low Creations rolled into



LOWRIDER HALL OF FAME

Low Creations CAR CLUB

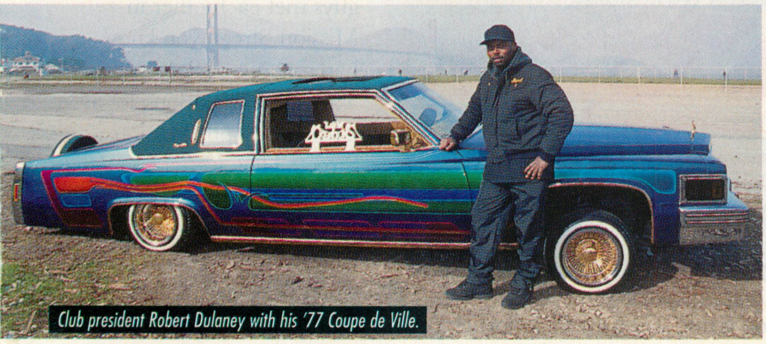
TEXT AND PHOTOS BY ELLIOT GILBERT

*1997 marks 20-plus years of publishing for **LRM**. To help celebrate that achievement, **LRM** will present the '97 History Tour, which, with 16 Tour stops already scheduled, will bring the Lowrider Movement to more people than ever before in the history of the sport. **LRM** will also publish a book later this year that will document the history of the Movement. It is our intent to give credit to the people and the clubs who have helped shape the Movement and established the styles and trends that have made lowriding a worldwide phenomena.*

Arnold Carreon and his cobalt blue '83 Buick Regal.

Glenn Guerrero with his locked-up '87 Regal.

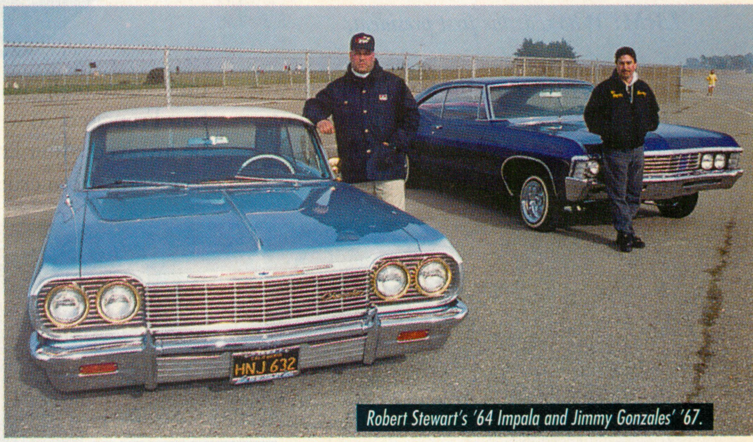
in 'the Mission' when San Francisco as a club."


Club president Robert Dulaney with his '77 Coupe de Ville.

Matt Franklin with his '80 Olds Cutlass Supreme.

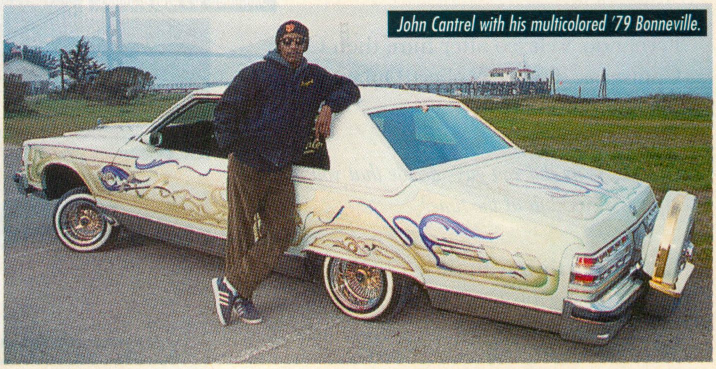
A chapter in that book will be dedicated to the contributions of the car clubs to the Movement. Without the ongoing participation and leadership of the car clubs, the Lowrider Movement would not be the success story that it is today.

The proceeds from the sale of this book will be used to establish a scholarship fund that will distribute funds to the next generation of young students who wish to realize their highest potential through education. With the publication and sale of this book, **LRM** hopes to "give back" to the same community that has supported the magazine for the past 20 years.

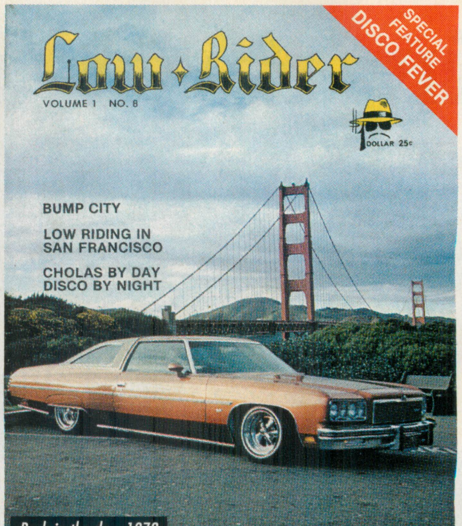


Robert Stewart's '64 Impala and Jimmy Gonzales' '67.

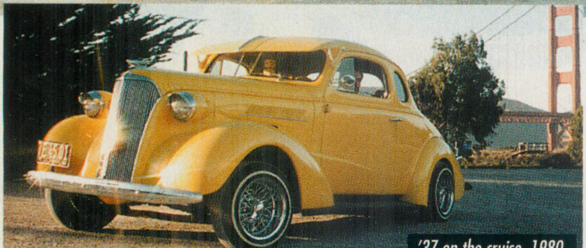
Junior Cahilig's baby blue '62.


John Cantrel with his multicolored '79 Bonneville.

"We were never envious of others, we were happy to be part of a very special time in San Francisco.



Back in the day, 1978.


'37 on the cruise, 1980.

LOW CREATIONS

LRM*: How did the club begin?*

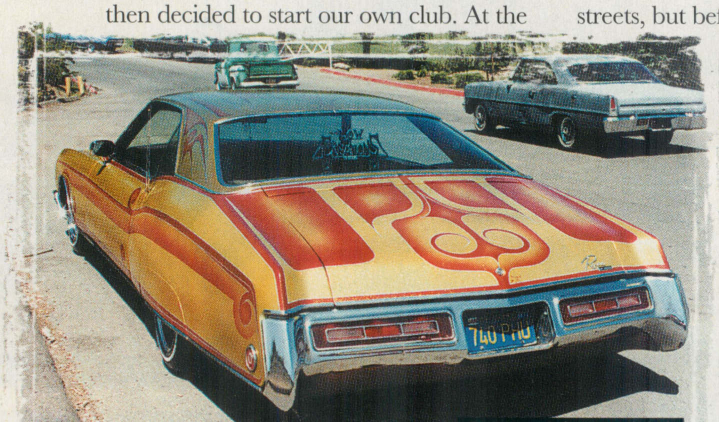
Low Creations: We began the club in San Francisco in 1975 with five members—Derrick Ward, Junior Cahilig, Joe Vasconcelos, Stan "The Man" Aruta and Anthony Gristi. All of us still keep in contact with each other and still do things together. We're all proud to say that we're still friends today.

LRM*: Who was the first president?*

Low Creations: Our first president was Derrick Ward, who remained president for more than 15 years. After Derrick, Fred Brigham became president, Fernando Velasco after him, then Chilo Contreras. Today, Robert Dulaney is at the helm of the club.

LRM*: Why did you guys decide that you wanted to start a car club at the time?*

Low Creations: In the early '70s, there wasn't a car club or a "cruising scene" in the city of San Francisco; it was just starting. Low Creations was like the pioneer of its day. We were the first to start the club cruising scene in the city of San Francisco. If we wanted to cruise our cars, we would cruise with other car clubs to Richmond and Vallejo, following the car clubs around. We then decided to start our own club. At the time, there really was no cruise scene in San Francisco, so we had to cruise there to be involved. After knowing each other for some time from cruising, we decided that we'd like to start our own San Francisco-based club.


OG Rivi sports the '70s-style look.

There was really no lowriding activity to speak of before our club came along. There were guys and there were cars, and occasionally you'd see someone on the streets, but before our club came along, there was very little activity that was consistent. Mission Street was just another street. Then, a couple of us guys met each other in Mission Street, you know hanging out at Paco's Tacos, in the parking lot at 24th and South Mission Street. They were open 24 hours, so that's where we'd meet and hang out. It was a whole new scene that began when Low Creations was formed. All of a sudden, it was the thing to do in San Francisco—hit Mission Street and either go cruising or just hang out and watch the lowriders and their cars.

Slammed '65 with graphics.

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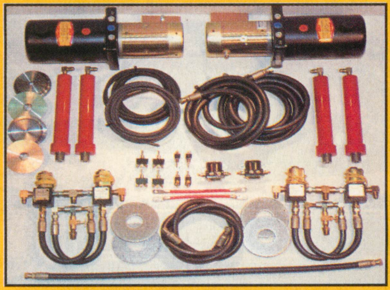

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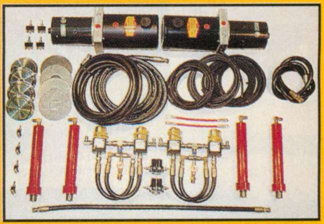

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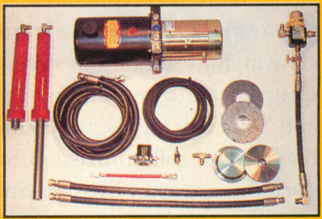

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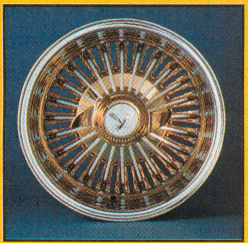

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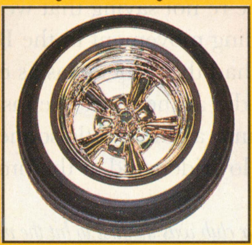

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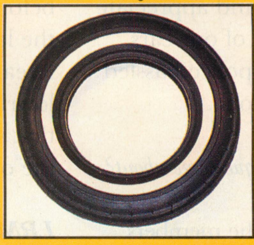

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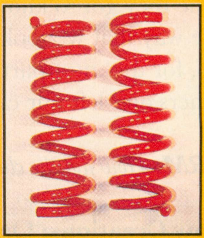

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"It turned into a whole way of life in San Francisco."

LRM: *So you guys should be credited for starting the cruising scene in San Francisco?*

Low Creations: There were lowriders at the time, but before our club came along, there was really no scene in the city to speak of. After we started to caravan and roll on the streets, the whole scene began to get hot on every Friday and Saturday nights, we'd caravan into the city and roll on Mission Street. We started to caravan Mission Street.

LRM: *How did the police react to the new scene that was happening in the city?*

Low Creations: We didn't really have many problems with the police because we got to know them while we were out for the evening. We went out of our way to introduce ourselves to them and over time they got to know us and appreciate the way that we took care of our cars. So, for the most part, the police hassled others and left our club alone.

LRM: *How did the club plaque come about?*

Low Creations: One of the members lived in Richmond, and he'd see the Golden Gate Bridge every day from his house. Some ideas started to flow between some members—Stan, Vince and Junior—and a mutual idea came out of those brainstorming sessions that turned into the plaque that we fly today. We really didn't know how to make a plaque, so we drew one out of masonite, cut it out with a scroll saw and added detail with a screwdriver.

LRM: *What was it like after you started to cruise as a club?*

OG Dodge ready for a wedding caravan.

Low Creations: Everybody started hanging out on Mission to see us cruise by. Other car clubs started hearing about us and came down to the city to check us out. Everybody respected us. A lot of people at the time heard about lowriders, but very few people had them and fewer people had ever seen them before. We're not saying that we started the lowriding movement in the Bay Area; we had the same ideas as other lowriders did at the time. We just made that step into a club a little sooner than the other lowriders did at the time.

LRM: *Your club was the first to hit the new cruising scene in San Francisco. Who came in around the same time as you? What were some of the other clubs in the city at the time?*

Low Creations: There were Las Estrellas, Street Editions, The Lords of Frisco, Oldies and New Temptations out of Daly City. Once the scene got bigger, some women's clubs came out like the Latin Queens and City Sweets. All of this was in the late '70s, early '80s.

LRM: *What was the scene like at its height in the '70s and '80s?*

Low Creations: We really underestimated the impact of what would happen on the streets. We thought that only other guys and their cars would come to show and cruise, but it turned into a whole way of life in San Francisco. Every Saturday and Sunday night, it was overcrowded on Mission Street from Army Street, about a mile down, to about 16th. Then, we'd make a loop around and do it again. About midnight, the police would close the streets off and everybody would hang out at "The Lot," an empty parking lot at La Raza Park that Mayor Feinstein allowed the lowriders to "hang in," as long as we were off the streets of the city after midnight. That's where all of the clubs "hung" until about two or three in the morning when the cops told us to go home.

LRM: *What was the general feeling among the clubs. Did everybody get along well or were there problems?*

Low Creations: All of the clubs and the people got along very well. Occasionally, there was a problem with someone from another city, but we had cruisers come from all over the Bay Area, and everybody was having too much fun to have a problem with other people. Very few of the people that came to cruise came looking for trouble; most came for the good times.

'58 with Cragars.

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Low '63 in front of Mission Hydraulics.

"Everybody had to have a clean car to fly the plaque."

LRM: *Did Low Creations get involved with any community organizations throughout your history?*

Low Creations: We worked with Roberto Hernandez at a community youth organization called RAP. RAP was an alternative program that worked with teens to counsel them and help them get jobs; try to keep them out of trouble. RAP would ask us to hit the streets, park our cars and talk to younger people about staying in school, and introduce them to our program; try to point them in the right direction. I think in the long run, that's why our club got along with the police so well; we were happy to be part of the solution to the problems.

LRM: *When did the club get involved in the show scene?*

Low Creations: During the first generation of membership, sometime in '80 or '81. Then, our standards got stricter. We started getting custom paint jobs, putting Zenith wheels on all of our cars. Everybody had to have a clean car to fly the plaque. From there we went everywhere, Salinas, San Jose, Fresno, Stockton, all of the big shows.

LRM: *What were some of the requirements for a car to be in the club?*

Low Creations: All of the cars had to be clean. The cars had to have wire wheels and had to be two-door cars only. No four-door cars, no wagons, no trucks. Traditionals only. We were a *car* club. Our club also opened the first hydraulic shop in the city. Junior and "Big Joe" opened Mission Hydraulics in '77 to support our club and San Francisco cruisers with installations of whatever they wanted. If someone wanted tires and rims, we got it for them. If someone wanted to lift their car, we'd do it for them. If someone wanted us to install hydraulics, then we'd do that. That's what was special about Low Creations, we were more than willing to provide help for lowriders from everywhere with anything that they wanted. We were never envious of others; we were happy to be a part of a very special time in San Francisco. We were glad to see it start and thrive. We know what we did to help that scene develop. We helped every single person to make their car work.

Street hopping days.

Low Creations on the streets of San Francisco.

The original Lowrider Artist

Gonzales Graphics

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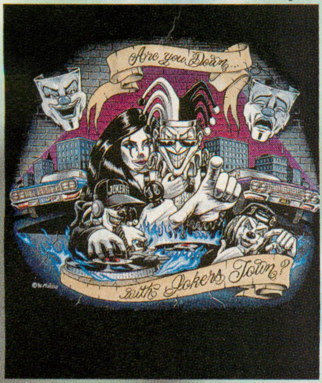
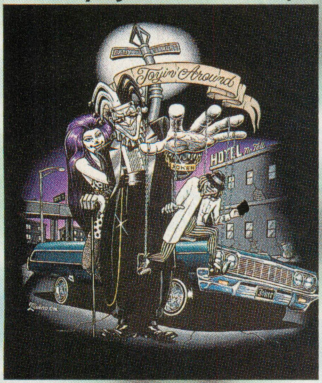


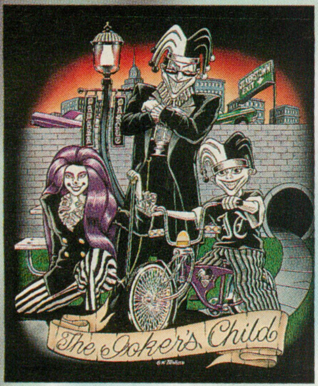
J2. Toying Around (Black only)



J3. Good Times (Black only)

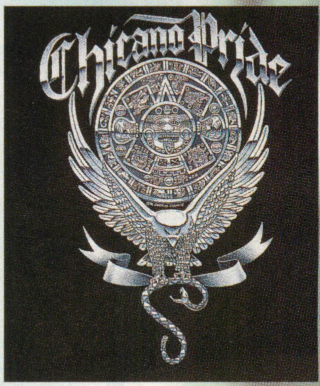
J4. The Joker's Wild (Black only)

J5. The Joker's Child (Black only)

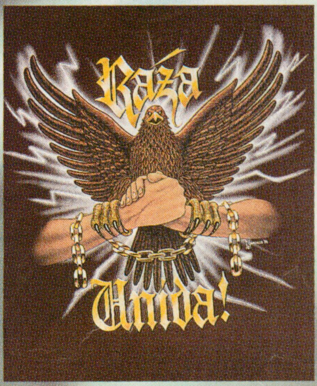


G2. Pachuco Parkway (Black only)

CP1. Chicano Pride (Black only)

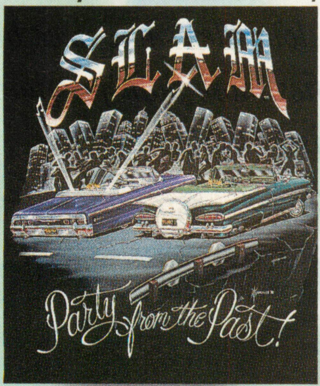


RU1. Raza Unida (Brown only)

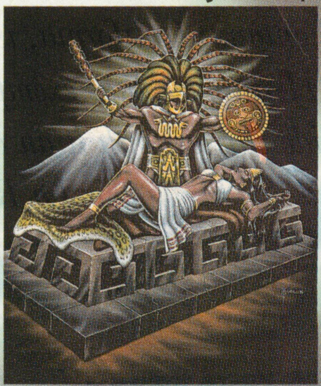


S5. Back In The Days (Black only)

S6. Party From The Past (Black only)



AD1. Aztec Dreaming (Black only)



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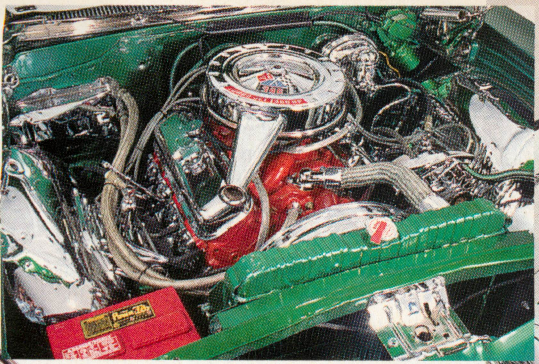
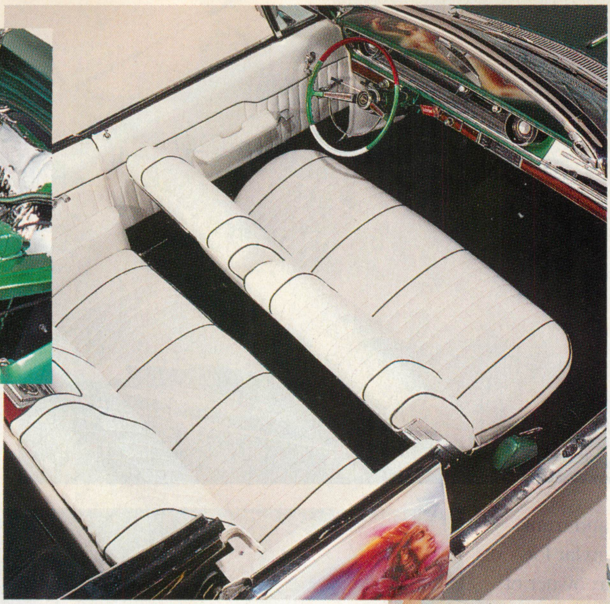
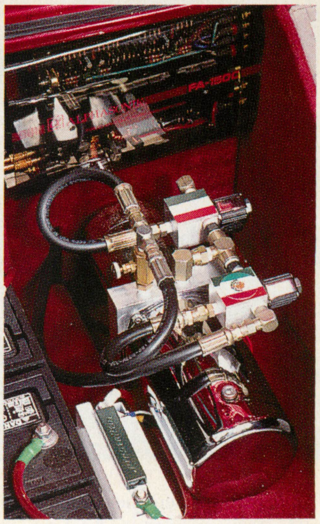
This is for La Raza

TEXT BY STEVEN CAUDILLO
PHOTOS BY ELLIOT GILBERT

Tucked away in Fontana, California, is a lowrider showpiece built by Mosie Garland Hernandez that exemplifies more than just lowrider pride. Mosie's ride carries with it an artistry that is highly visible, and properly named, "This Is For La Raza."







Model: Jestine Molano

Inland Empire Impala Rides With Brown Pride

The body of the '65 Chevrolet Impala ragtop is painted red, white and green with Mexican cultural murals, with a duplicate of the Mexican flag eagle and serpent on the convertible top. The interior follows the flag theme as well.

When Mosie looked over the Impala before buying it, he noticed that is was a race car, fitted with roll bars, and it was painted and upholstered red, white and blue, like an American flag. "So, when I was sitting with a few friends, and thinking about what I would do with it, we decided to turn it into a Mexican flag instead," said Mosie.

Although he is a true American, Mosie's decision to go with the Mexican flag idea increased his passion and love for *La Raza*. His family roots are traced back to Limon, Jalisco, Mexico, where he continues to visit his relatives yearly. He considers himself a *Chicano*, and identifies with the political and cultural consciousness that goes with the name.

In making it to the **LRM** show circuit, the "flag car" is impacting audiences each time out, turning heads and increasing awareness, pride and respect for Mexican *cultura*. One mural of Cuauhtemoc, the last Aztec emperor, is a reminder of highly complex Mexican civilization. Cuauhtemoc defended Tenochtitlan (Mexico City) until the seige of the city lead by European invader Hernan Cortes in 1521. Because of his continued resistance, he was tortured and killed by hanging on order of Cortes in 1525. However, the spirit of Cuauhtemoc lives through Mosie's lowrider.

Mosie restored the Impala to his liking, using the red, white and green color scheme throughout the vehicle, body, interior, engine,

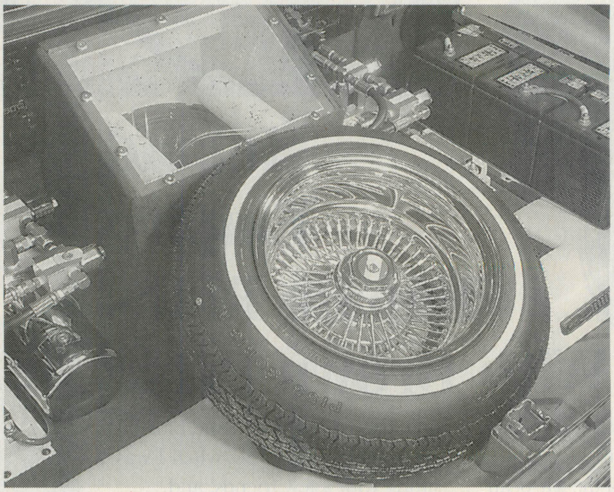
undercarriage, engine compartment and trunk. The Fontana resident didn't have to go far for most of the work on the car. He is part owner of B & B Classics in Ontario, California, an automotive restoration center specializing in Impalas.

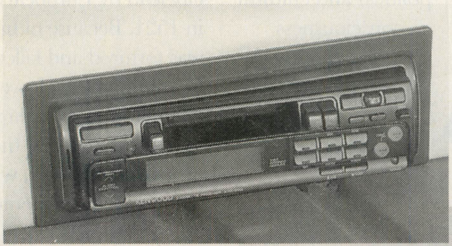
The paint is a candy apple green with a white pearl and candy apple red, all sprayed by Billy Loredo at B & B, who also hammered and straightened the body. The car was a frame-off restoration, giving Mosie an opportunity to detail the frame, engine and undercarriage in candy.

Giving the ragtop the *Raza* flavor are the murals on the sides, which were crafted by Freddy Payan in San Bernardino, California. Besides the mural of Cuauhtemoc, the opposite side is a mural of an Aztec warrior clutching an Aztec princess.

The snake and the eagle mural on the vinyl top was done by Gerald Mendez of GM Airbrush Studios in Chino, California. The stock padded dashpad was removed and the holes were filled to make way for more of Freddy's artistic genius, with a beautiful *Chicana* stretched across the dash area, wrapped in a Mexican flag.

Optional, and of a rare breed for 1965, was a 396-c.i.d. V8 engine, which rests under the hood of the Impala. Mosie's high- performance engine was rebuilt by Robert Castillo from Corona, a member of Groupe Car Club. "He is known for his great motor work, so I had him do the work," said Mosie. The engine is bolted to a Turbo 400 transmission out of an '86 IROC.





Accessories and replacement original parts were a seek-and-find mission for Mosie. The optional tilt-steering column, rear bumper guards, front rail guards and accessory wheelwell moldings were located at Pomona Corvette swapmeets. This Is For La Raza is equipped with all new weatherstripping, emblems and rubber parts supplied by C.A.R.S. Inc. of Fullerton, California.

Chrome, and polishing was a must job for the Impala and Mosie headed down the 10 freeway over to Thompson's Plating in Pomona, California, where the shop undertook the entire undercarriage, engine and interior work. To break up the new chrome plating and polishing, Mosie wisely chose to use candy paint to enhance the detail.

Hydraulic parts and installation is a big part of making a "down" lowrider, so the Impala received the hookup from Exclusive Custom Auto in Riverside, California. David Villa installed a setup that gives the convertible front, back and side-to-side operating capability. The system is equipped with Red's parts and includes polished-out competition aluminum blocks, with chrome casings and tanks.

Mosie went with white leather for the interior, utilizing red and green buttons and piping, further giving a Mexican flag appearance. The original seats were retained but Mosie went for a pleated pattern on the seats and door panels. Javier at Evans Upholstery in San Bernardino did the work.

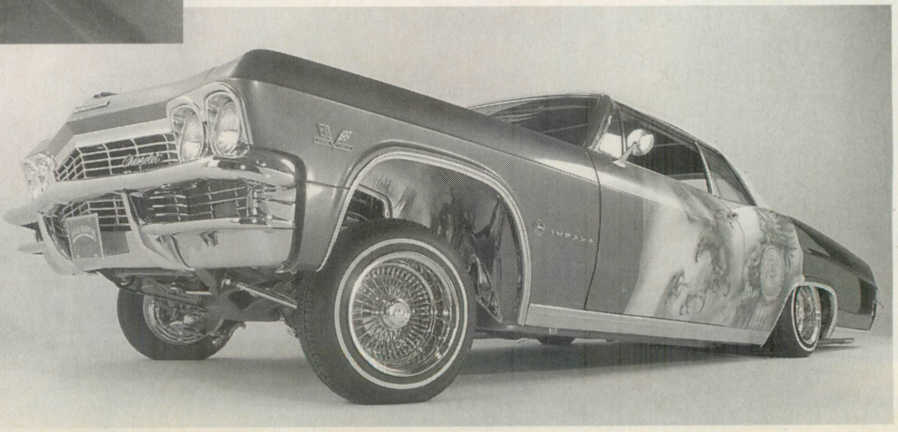
Basically, the interior was kept from having holes cut for stereo installation. Mosie had the sound system custom fitted in the trunk between the hydraulics, the rotating spare tire and Dayton wire wheel. The system design and installation is an example of the creativity coming from G&M Stereo in Ontario, California. The system is driven with Kenwood, Alphasonic and Kicker equipment.

Up to now, Mosie has invested $20,000 to build his *Raza* ride and he plans to continue entering lowrider car shows with hopes of earning higher awards. One detail especially meaningful to Mosie is the custom etching on the windshield. It sports the This Is For La Raza name and also serves as a tribute for his childhood friend and homeboy, Carlos "Happy" Garcia.

For those who have seen This Is For La Raza, Mosie's ride has increased Mexican cultural awareness. Besides being a restoration well done, the '65 serves as a display of Brown pride.

TECH*SPECS*

This Is For *La Raza*	
Owner	Mosie Garland Hernandez
Vehicle	'65 Chevrolet Impala
City/State	Fontana, California
Club	Hard Times C.C.
Engine	396-c.i.d. V8
Setup	Two Red's high pressure pumps, four Delta dumps; 8-inch cylinders (front), 10-inch (rear); four switches; six Powr-Flo batteries
Tires	P155/80-R13 Triumph
Wheels	13x7 Dayton



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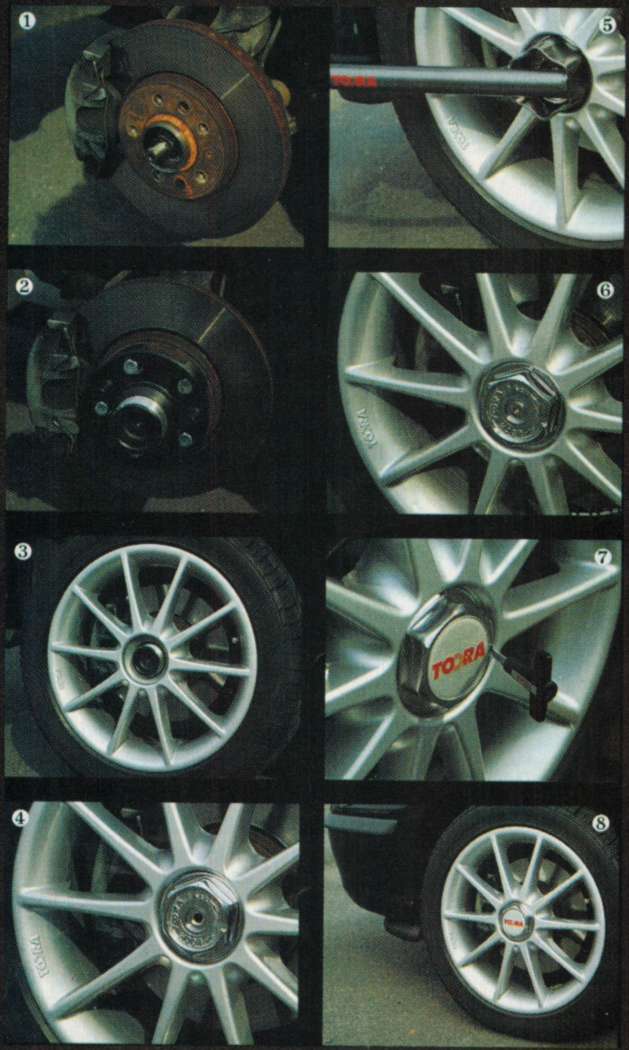

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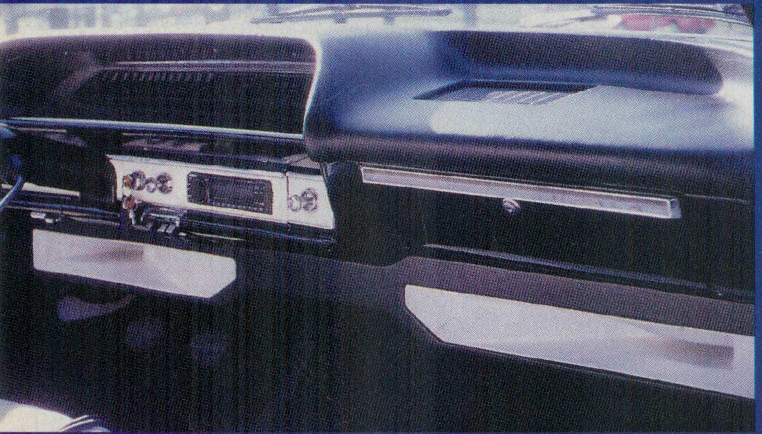
Less is More in '64 Impala Convertible

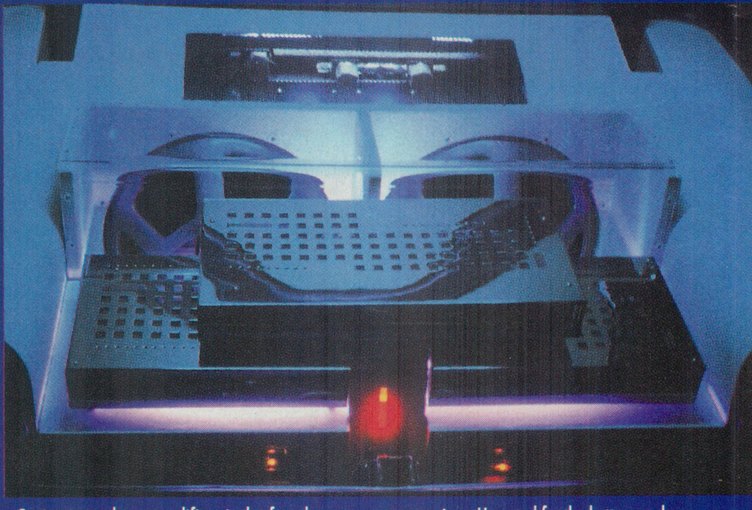
TEXT BY ROBERT JANIS; PHOTOS BY ELLIOT GILBERT AND JEFF GASIER

People who often attend sound-off contests may be harboring a misconception about what makes a super sound system. To many of you, bigger is better. The more one has in his system, the better it will be judged. That's not necessarily so.

There are many reasons to keep things small—the fewer components the better. First, the more components you have in the signal path, the greater chance that noise can be introduced into the system. Furthermore, the more speakers you have, the greater chance there might be phase problems. Creating a super sound system for competition is a delicate balance.

Jeff Gasier of Willoughby, Ohio, has learned that lesson and has applied it to a new sound system in his '64 Chevrolet Impala convertible. The car might look familiar to our readers, as it was featured in the December '96 issue of **LRM**. Gasier has competed it in many hops. He has included an elaborate hydraulics network that has wowed spectators and competitors alike.



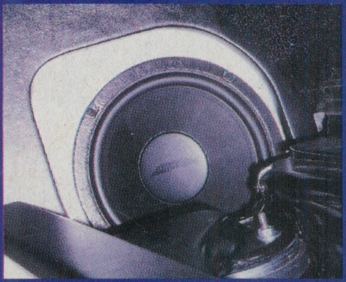


Now he wants to compete in sound-off contests and, with the help of Brian Morris and Marc Richmond, installers with Auto Sound, a retail shop owned by Ralph Siter in Willoughby, Gasier was able to create a sound system that is extremely simple, but has the capability to win and win big.

IT LOOKS MODEST

Only six speakers, three amplifiers and a head unit. That's just about it in this sound system. Sounds rather modest, but it's the products themselves that make this a real surprise.

First, the sound source for the system is a Sony CDX-910 AM/FM/CD player with CD changer controller. This unit is part of the



Sony Mobile ES series of products. What attracted Gasier's attention to the piece is that it features a very high-level voltage on the pre-amp output. This ensures that the signal coming from the head unit is strong and clean. In addition, the piece includes a plug-in digital sound processor which is controlled from the head unit. And, there is also a six-disc CD changer tucked into the glove box. Many features of this combination of head unit, DSP and CD changer impress Gasier. For example, he explained that he can program in the name of discs and songs which then appear on the head unit's display when they play. What ultimately sold him was a recommendation from a Sony rep.

Next comes three Xtant amplifiers—two 2140Cs and one 1000D. What turned Gasier on to these amplifiers is the fact that they are chocked full of extra capability beyond just supplying power to push the speakers. These products include electronic adjustable noise gate, electronic crossover and parametric equalizer. There is even a balanced line driver so that Gasier can adjust how much voltage the amplifiers receive from the head unit's pre-amp output. So, there may be only a head unit and three amplifiers in the chain, but there is actually a whole lot more hidden away under the amplifiers' front panels.

Again, only six speakers reproduce the sound. There are two compression horn speakers made by Image Dynamics. These drivers actually play the midrange and tweeter frequencies. The fact that it is a horn providing the sound means that fewer speakers can be used. Moreover, the sound source is coming from one single point which ensures better imaging. In fact, the imaging is so good, Gasier has found no need to have a midrange and tweeter speakers in the rear of the car for rear fill.

To further ensure great imaging, an 8-inch Image Dynamic bass driver has been mounted in each kick panel. The vents were removed from the area which revealed 1.3 cubic feet of space for the driver. According to Gasier, a 10-inch driver could have fit in the space, but he decided to settle on 8-inch speakers instead.

The bass enclosure is mounted in the trunk along with the amplifiers. The sealed enclosure with a plexiglass front houses two JL Audio 18-inch drivers. Gasier boasted that these drivers are only the fourth or fifth pair of 18-inch speakers that JL Audio has made. He said that he compared their performance to other 18-inch drivers and found that there was no comparison. He opted for the better speakers.

The system generates a total of 530 watts according to IASCA rules. However, because of the JL Audio drivers and the way they are wired into the Xtant 1000D amplifier, the amp itself actually produces about 1,000 watts alone. You see, the JL Audio drivers feature dual voice coils. They are wired in parallel which makes one 6-ohm speaker into a 3-ohm load on the amp. Two 3-ohm loads comes to a 1.5-ohm load on the amps. So, the 1000 is actually playing at 1½ ohms.

POWER AND GLITZ

Gasier, Morris and Richmond understood that power had to be clean and constant for the system to compete, so they decided to

Continued on page 142

Stinger Astrovan is Kickin'

TEXT BY ROBERT JANIS; PHOTOS BY STINGER/AAMP OF AMERICA

Question: if you worked for a company that manufactures car audio accessories like cables and distribution blocks, capacitors and such, how would you promote your business? You'd make a sound system that is sure to kick audiophiles and casual car audio buffs in the posterior. You'd design the Stinger '87 Astrovan.

This system boasts a total of 13,000 watts. It competes in the pro class of USAC contests and, in the SPL outlaw competition, it has hit 162.1-dB sound pressure level—just a hair away from the world record for SPL. By the way, another Stinger vehicle holds the record of 164.19 dB.

The van is laden with more than 40 Kicker speakers and 18 Kicker amplifiers. The extra weight caused the need for additional springs to be added to the suspension of the vehicle. This is one rockin' system installed by Cory Himel, owner of the van and an installer with Prestige Auto Sound, Metairie, Louisiana, and Jay Couvillion, who is also an installer with Prestige.

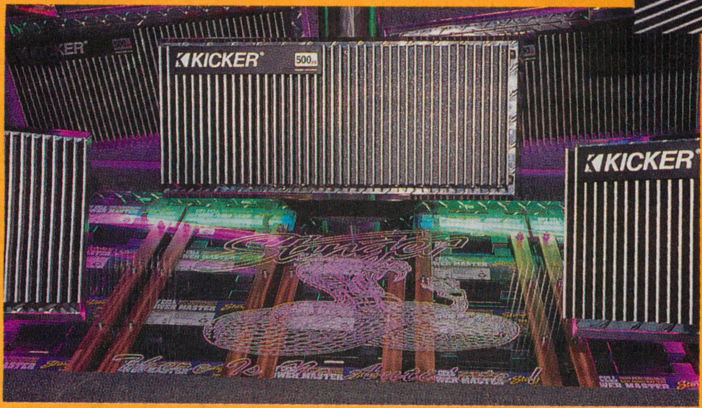
THERE'S SOUND QUALITY, TOO

The designers of this system weren't only preoccupied with sound pressure. They concentrated on sound quality, too.

Providing the source for the system is a Pioneer DEHP725 AM/FM CD player. The unit includes a 35x4 watt amplifier, detachable face, remote control and 36 preset stations—24 FM and 12 AM. An electronic bass feature helps to boost the bass of the system.

To further ensure home-quality sound, the system includes two Rane pro-quality equalizers. The EQs feature 31 band controls per side and are normally used in studio settings. These particular models were adapted for 12-volt use.

Kicker amplifiers come next. Each amplifier is two-channel. There are 12 500 SS, one 40 SS, three 80 SS and two 160 SS. Each one of these amplifiers house built-in crossovers in the form of modules that plug into the guts of the unit. The modules can be exchanged. Stillwater Design boasts that these amplifiers are virtually distortion free because of an ultra-clean regulated power supply with numerous noise filters and energy storage capacitors. Switching noise in the power supply is eliminated by a toroidal inductor and a large bank of storage capacitors.



Kicker speakers are present all over the vehicle. Up front, in the dash, there are three pods containing a Kicker tweeter and 4-inch midrange speakers. In the doors are a tweeter and two 6-inch midbass drivers and a 4-inch midrange and tweeter. In a center console between the seats are two Kicker Impulse 10-inch drivers in a sealed box. The box has a plexiglass cover so the drivers are visible.

Behind the seats is a wall of 24 12-inch Kicker solo-baric drivers housed in a sealed enclosure made of 3/4-inch medium density fiberboard. Again, plexiglass covers the top of the box so the drivers are visible. According to Stillwater Design of Stillwater, Oklahoma, the solo-baric drivers is the first "small box" subwoofer. It requires only half of the enclosure space of a conventional woofer.

In these days of MTV, a sound system that concentrates only on audio is just not enough. Video is also included in this van. A Citizen 4-inch television monitor is built into the front console and another 4-inch monitor has been mounted in the rear of the van right behind the back door. In each of these doors there are a 6-inch midbass driver and a tweeter. These speakers play only the sounds from the TV monitor. To provide pictures for the monitor, a full-size Samsung home VCR has been added. The unit has been adapted for 12-volt use.

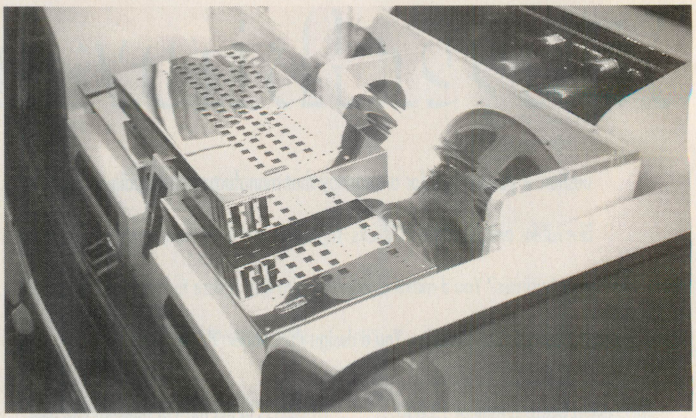
If you are going to show off or compete this system, you are surely going to want fingertip control of every aspect of it. And, that is what you get. The air conditioner ducts have been removed from the dash and replaced with a control panel that allows the user to turn the amplifiers on and off. That means that the speakers playing the high frequencies can be turned off when the van is pushing for SPL. It also means that the 24 12-inch solo-barics can be turned off or even the two 10-inch Impulse drivers can be switched off—all independent of the others. In addition, a podium has been permanently mounted to the van. Made out of a modified trailer hitch, the podium can hold a control panel which permits one to command the sound system from outside the vehicle. This is ideal for SPL contests and for exhibiting the

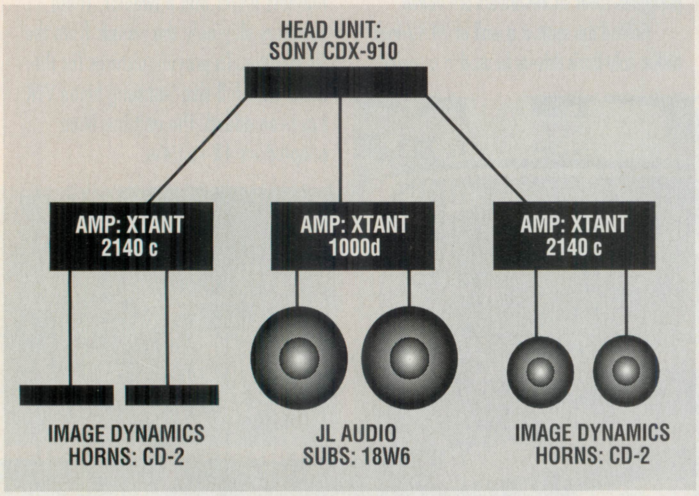
Less is More in '64 Impala Convertible

Continued from page 140

remove the factory alternator and regulator and exchange them for a custom built 125-amp chrome alternator with built-in regulator. Not only does the new alternator assure cleaner power, it also afforded the opportunity to take out a major source of noise for a sound system in an Impala—the stock regulator.

A Street Wire Competition 70 performance battery supplies the power. Street Wire 2-gauge cable carries the energy from the battery to capacitors and 2-gauge wire carries the juice from the capacitors to the amplifiers. The capacitors include a voltage meter of yellow, green and red LEDs which show the power level of the system. Gasier can see whether there is acceptable power, too little, or too much by reading what light is shining.





This is a show vehicle. And, Gasier and his team weren't shy about showing things off. The drivers on the kick panels have been placed on a white background for highlight and the horn drivers have been painted white to match the interior of the car. Moreover, there is neon everywhere—on the amplifiers, subwoofer box, hydraulic pumps, and the deck lid shining down onto the equipment in the trunk.

There is one more clever addition. When the Impala was originally ordered from the factory, it did not come with a radio. Instead, there was an aluminum panel covering the hole that would have held the radio. Gasier cut this panel out so that he could fit in the Sony head unit. Then he ground the studs off of the piece and attached velcro to the back. Now when he removes the faceplate from the Sony radio/CD player, he can velcro on the stock panel to cover it.

Believe it or not, Gasier picked up this car from a junkyard. It's a good thing that the original owner hasn't seen the car since. For if he had, he would be one frustrated puppy knowing that he "threw away" a treasure like this. ✌

Stinger Astrovan is Kickin'

system at trade shows like the Consumer Electronics Show.

PLENTY OF POWER

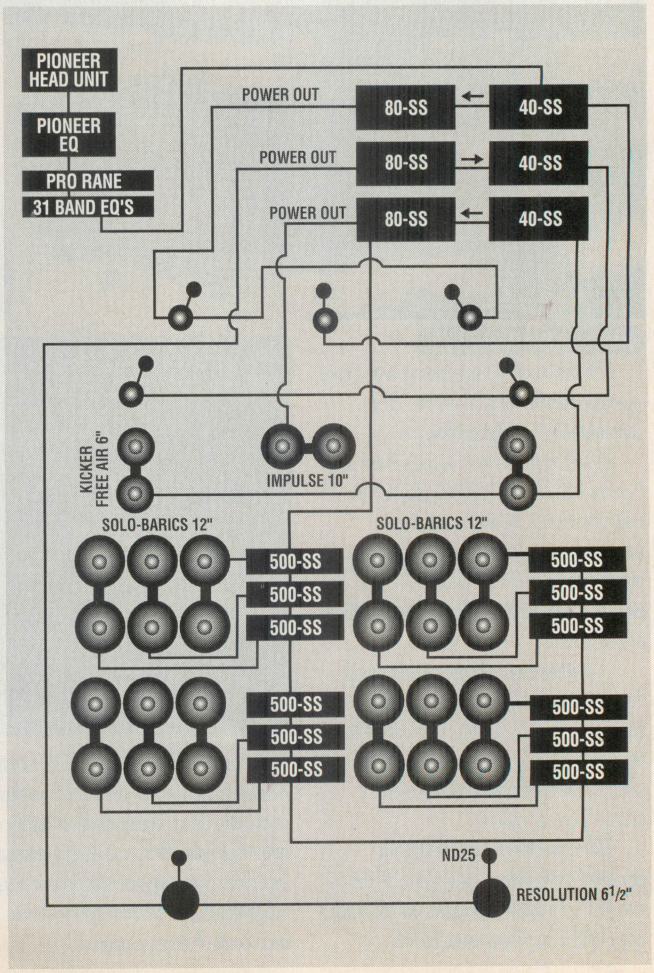
In constructing a system like this power may be a concern to some. It didn't become a concern here. First, realizing that the factory alternator wouldn't be sufficient, it was replaced with a 160-amp Stinger alternator. Moreover, there are 20 Stinger 1000 batteries. One battery is mounted in the front of the vehicle. The rest are mounted under plexiglass in the rear of the van behind the back door. The plexiglass cover sports a laser-edged Stinger logo.

Of course, the cables and speaker wires are from Stinger. Cable of the 1/0-gauge variety runs power from the batteries to a distribution block and 4-gauge cable carries the juice to each one of the amplifiers. But, there is a whole lot more from Stinger than that. There are six 4-inch cooling fans, 18 inline fuse holders, 24 amplifier bridges, 50 24K gold-plated zero-gauge crimpless ring terminals, 100 24K gold-plated 4-gauge crimpless ring terminals, 12 24K gold-plated 4-gauge right angle ground terminals, Stinger's patented zero gauge and 4-gauge 24K gold-plated "T" distribution blocks, and 24K gold-plated positive and negative battery distribution blocks.

FLASH WITH SIZZLE

When all is said and done, this is a show vehicle, so there is a liberal use of neon through out. In fact, there is as much as 200 feet of neon highlighting drivers in their enclosures, as well as amplifiers and batteries.

There are many out there reading this article who are saying about now, "Well, okay, this thing kicked the SPL mark at one time or another. But what has it done lately?" This "thing" came in First in its class at an IASCA special competition at the Consumer Electronics Show in Las Vegas, Nevada, in January. It's still kickin' the posterior of audiophiles and casual enthusiasts wherever it goes. ✌



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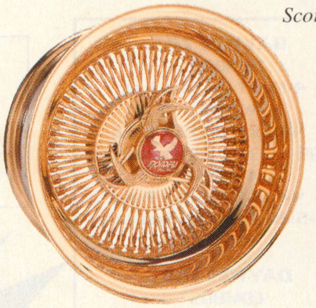

STEALTH-RWD
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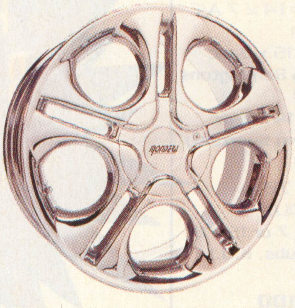
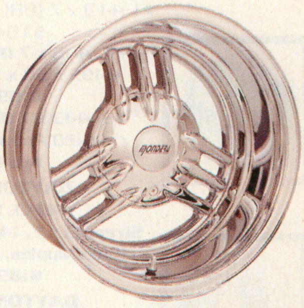


MILLENNIA - FWD
1-Pc. Chr.15"-17"



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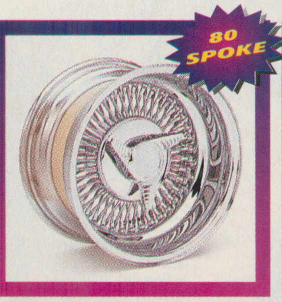

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  4-5:20 PREMIUMS
- #4 4-15 x 7 OR 15 x 8 A\C $1399
  4- 195 x 50 x 15 REMINGTONS
- #5 TRIPLE GOLD $1599
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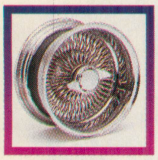

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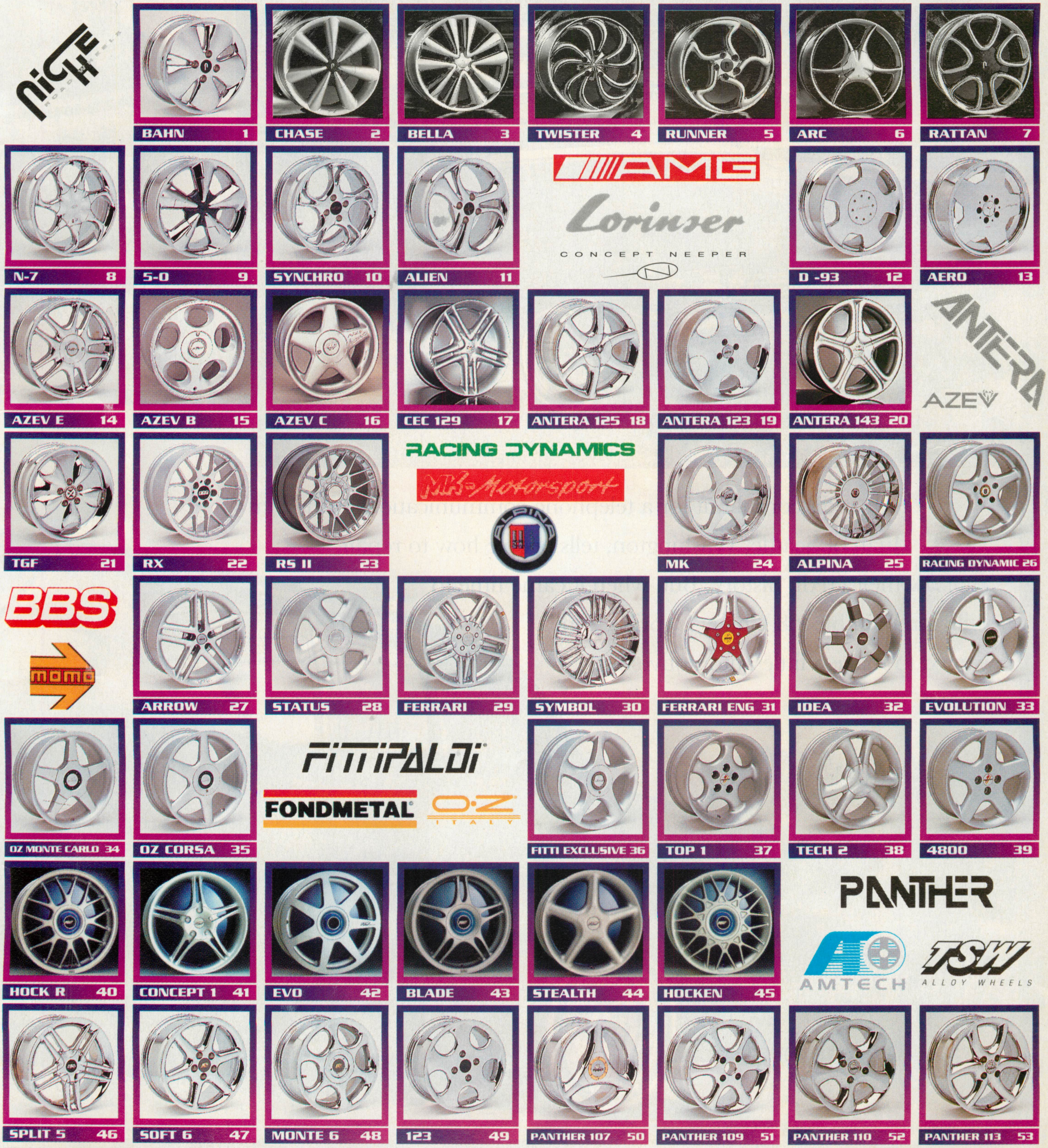
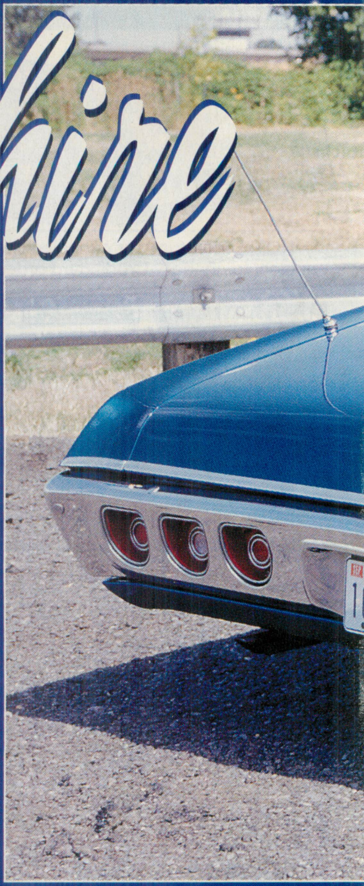


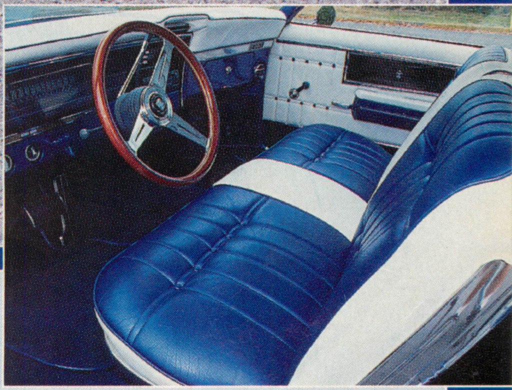
FITTIPALDI momo BOYDS CENTER LINE AMG OZ BBS MOTORSPORT ALCOA eurotec ANTERA FONDMETAL

Celestial Sapphire

TEXT AND PHOTOS BY NATHAN TRUJILLO



As a credit consultant for a telephone communications firm, Tim Juan of Seattle, Washington, tells people how to repair their credit history. But, when it came time to build a repairable '68 Chevy Caprice, Tim wanted to make a little automotive history.



Give Tim the credit for this heavenly Caprice

Celestial Sapphire

The history of this car began about four years ago. At the time, Tim had a '64 Impala that was waiting to be customized, but a '68 Caprice captured his attention and he proposed a trade for his '64. Tim and the Caprice's owner had no problems with the pink slip paper shuffle and the Caprice was now Tim's, even though the car needed lots of blood, sweat and tears before it could roll again. No matter, the Caprice was a car that Tim just had to have.

As Tim began working on the Caprice, his way of thinking started to change. "I thought lowriding meant having a beautiful show car that took up a lot of time and money," admits Tim. His ideas of the lowriding lifestyle were close to the real thing, but it was a Lifetime Car Club meeting in 1993 that taught him about reaching personal goals, pride, unity and determination; thus, Tim began to understand that it was more than just a social gathering on any given afternoon.

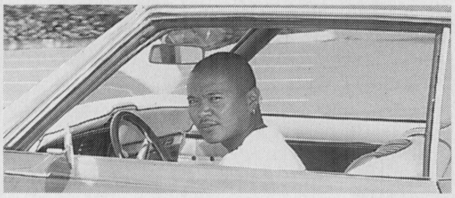
At one meeting, Tim needed encouragement concerning his car, so he brought it to where the club meets (a local club member's extended garage called the "club house"). At the meeting, Henry Escelera (a painter and one of the founding members of Lifetime C.C.) advised Tim about the '68's potential.

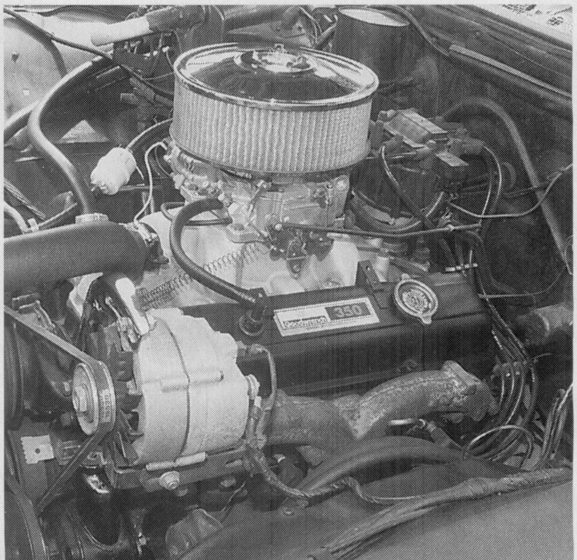
Newly inspired, Tim and his brother John began stripping and sanding the old, worn paint. Henry Escelera then repainted the '68 with a beautiful Oriental blue candy, protected by several clearcoats to give it a glass-like shine. The bumper and the grille were rechromed and the upholstery was redone in two months by Frank Castillajano of Superior Upholstery in Mt. Vernon, Washington.

The interior retains the stock patterns on the deep blue Naugahyde seats with matching blue piping, while a new white vinyl headliner was put in. The dashboard features a Nardi steering wheel to contrast the original dials, gauges and knobs.

Tim's engine ran okay, but okay wasn't good enough. Tim was thinking of resuscitating the existing engine, but, with the help of Anthony Villareal and Darrin Mar at Mar's Auto Works in Seattle, a new 350-c.i.d. V8 was put in. In addition, the mechanics added a Performa manifold and a four-barrel carburetor to enhance the engine's performance. "After the lengthy renovation of my Caprice, I felt my car was ready to show," says Tim.

Not all of the bills are paid on this fine ride, but one thing's for sure—when Tim's Caprice rolls down Lake Washington Boulevard on hot summer nights, he'll know, just like everyone else, that his '68 Caprice serves the lowrider lifestyle well. And, for that, we give Tim a lot of credit. ✌





TECHSPECS

Celestial Sapphire

Owner	Artimeo "Tim" Juan
Vehicle	'68 Chevy Caprice
City/State	Seattle, Washington
Club	Lifetime C.C.
Engine	350-c.i.d. V8
Suspension	Stock
Tires	P155/80-R13 Reliant whitewall
Wheels	13x7 Dayton

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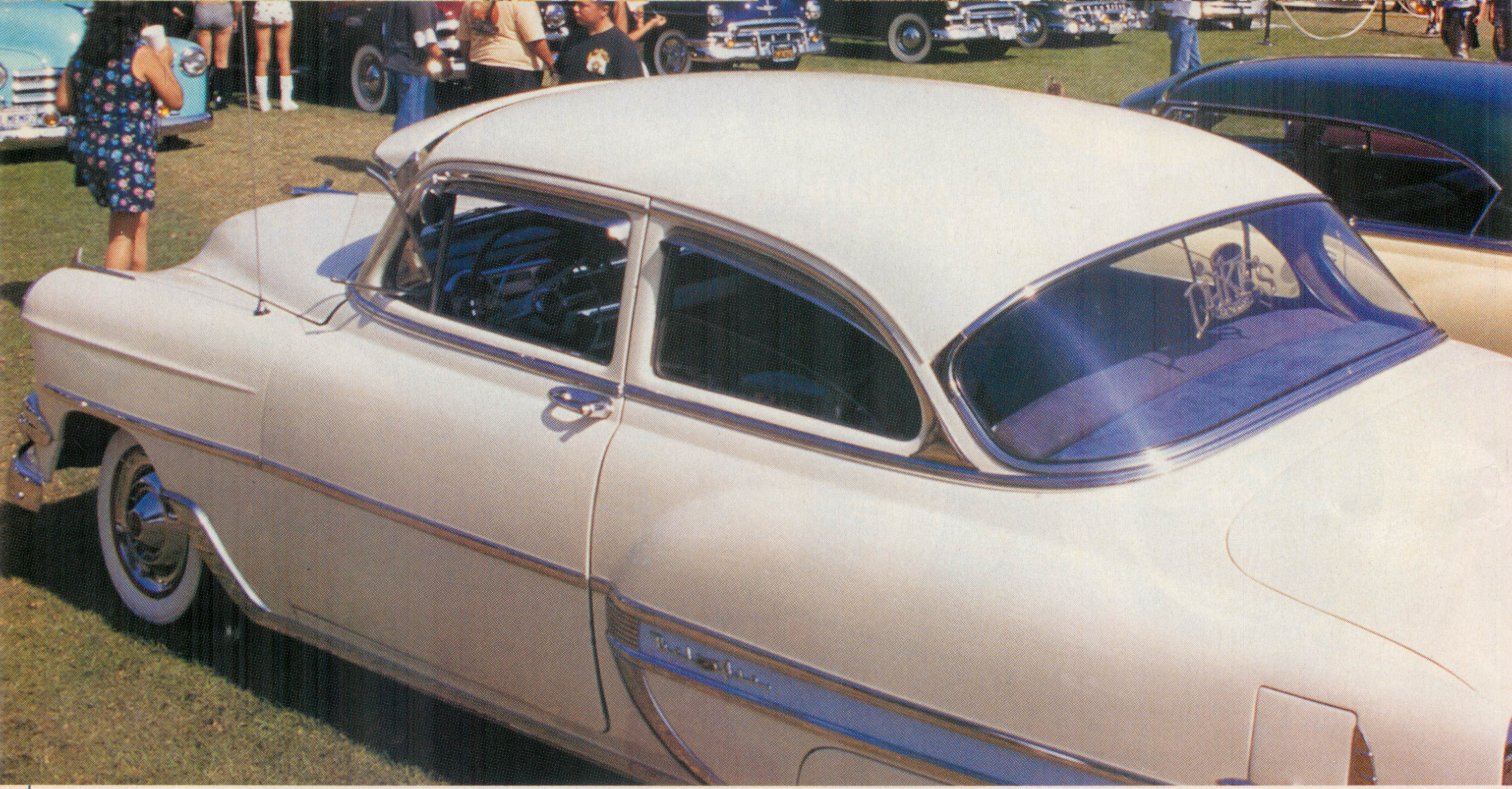


Back In The Days '96

TEXT AND PHOTOS BY DICK DE LOACH

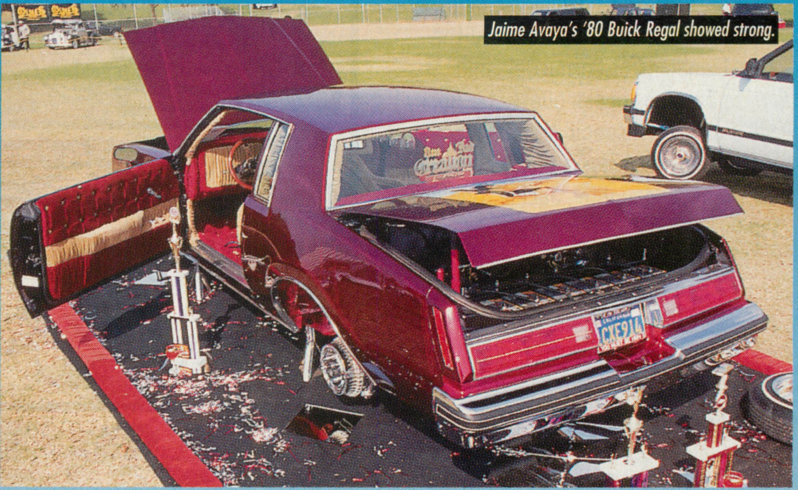
When Lupe Perez of LPS Productions called to invite us to "Back In The Days '96"—a car show and concert that Old Memories Car Club of San Fernando Valley and he were putting on to celebrate 50 years of SoCal cruising—we said, "We're there!" Held at the Hansen Dam Sports Center in the San Fernando Valley, the secured event was open to everything: lowriders, lowrider bikes, Euros, customs, street rods, trucks and Harleys. "Just like you'd see any Saturday night on the boulevard back when cruising first started," said Old Memories-SFV president, Jimmy Barba.

Christian Metia showed his gold '69 Sting-Ray.

Mario Tellez brought his Authentics C.C. '87 Cutlass from Ventura County.

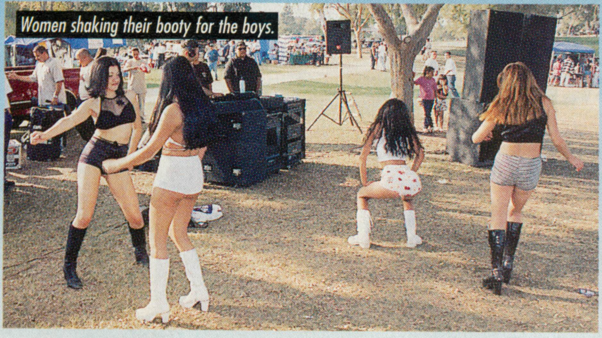
Old Memories-SFV and LPS Productions bring the best of the past back again.

Luis Diaz' '91 Nissan pickup was something to see.



Jaime Avaya's '80 Buick Regal showed strong.

Manuel with his many models.



Women shaking their booty for the boys.

Don Heckman rolled in his '58 Chevy Fleetside.

Back In The Days '96

Well, that's just what they got as nearly 150 *firme* rides turned out for the event. Naturally, because it was put on by a well-respected Valley lowrider club, and held *in* the Valley, the majority of those showing were lowrider cars and trucks and some 30 lowrider bikes. There were several commercial and community booths set up as well, like Locos Only selling all sorts of hot silk-screened T-shirts, Darren Stoltz of L.A. Airbrush doing his art, *Mexicana* art objects and shirts, plus *comida* stands with the usual array of Mexican food and fresh fruit juices—just like in the old days. A special display of lowrider memorabilia including club jackets and plaques was put together by Romie Arredondo, Henry Morales, Steven Elizondo, Jose Estrada and J.C. Smith; it was a real treat to see.

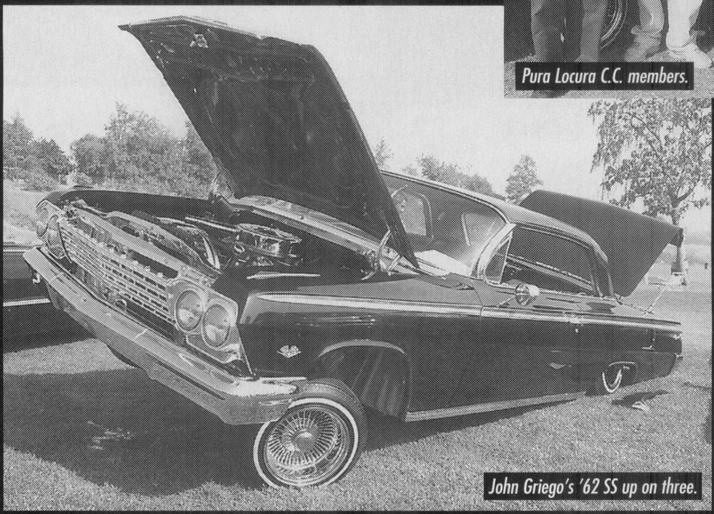
Co-presenters, 92.3 FM The Beat also had a large booth set up with DJs Bad Boy, J. Love, Delron and Julio G. running a wheel of fortune with prizes ranging from hats to T-shirts and more. DJ sounds for the day were provided by Tim Martinez of Behind The Groove and DJs Jairo and Luis Hyp of Low Profile Records. Live music fans were treated to a concert that included the *Banda* blendings of Cornucopia and *Reflección*, plus special guest star Rocky Padilla and the Hispanic M.C.s., the highlight of which was a duet between Rocky and his daughter, Jackie, singing "Sad Girl."

The judging was tough in every class, but when all was said and done, the top winners included: Best In Show, Conrad Garcia, '50 Chevy truck from Classic Memories; Best Lowrider, Fletch Hill, '92 Chevy truck, from Auto Butchers; Best Bomb, Conrad Garcia, '50 Chevy truck from Classic Memories; Best Euro, Andre Payne, '89 Ford Escort from Rollerz Only; Best Mini, Luis Diaz, '91 Nissan from One Bad Creation; Best Paint, Luis Diaz, '91 Nissan from One Bad Creation; Best Interior, Richard Freng, '50 Mercury; and Club Participation, Old Classics Bike Club from the San Fernando Valley.

Back In The Days '96 was a terrific event, fitting its name and creating a fitting tribute to all of those who made the boulevards into rolling car shows—back in the day! Plans are under way for another great gathering in '97. Watch for details soon. ✌

The Beat 92.3 FM kept the good vibes going.

Pura Locura C.C. members.


John Griego's '62 SS up on three.

Rocky and Jackie Padilla do "Sad Girl."

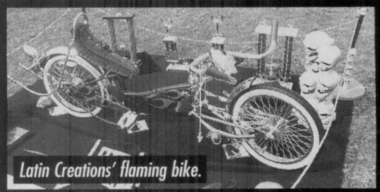
Andy Diaz' '70 Schwinn, "X-men."

Reflección getting down.

Miguel Garcia's '72 Malibu.

Oldies C.C. lined 'em up.

Pretty Percilla poses with Frank Alvarez' '79 T-bird.


Latin Creations' flaming bike.

Sal Batista's '78 Olds sports a phantom top.

Richard's '50 Merc and Jim's '36 Ford.

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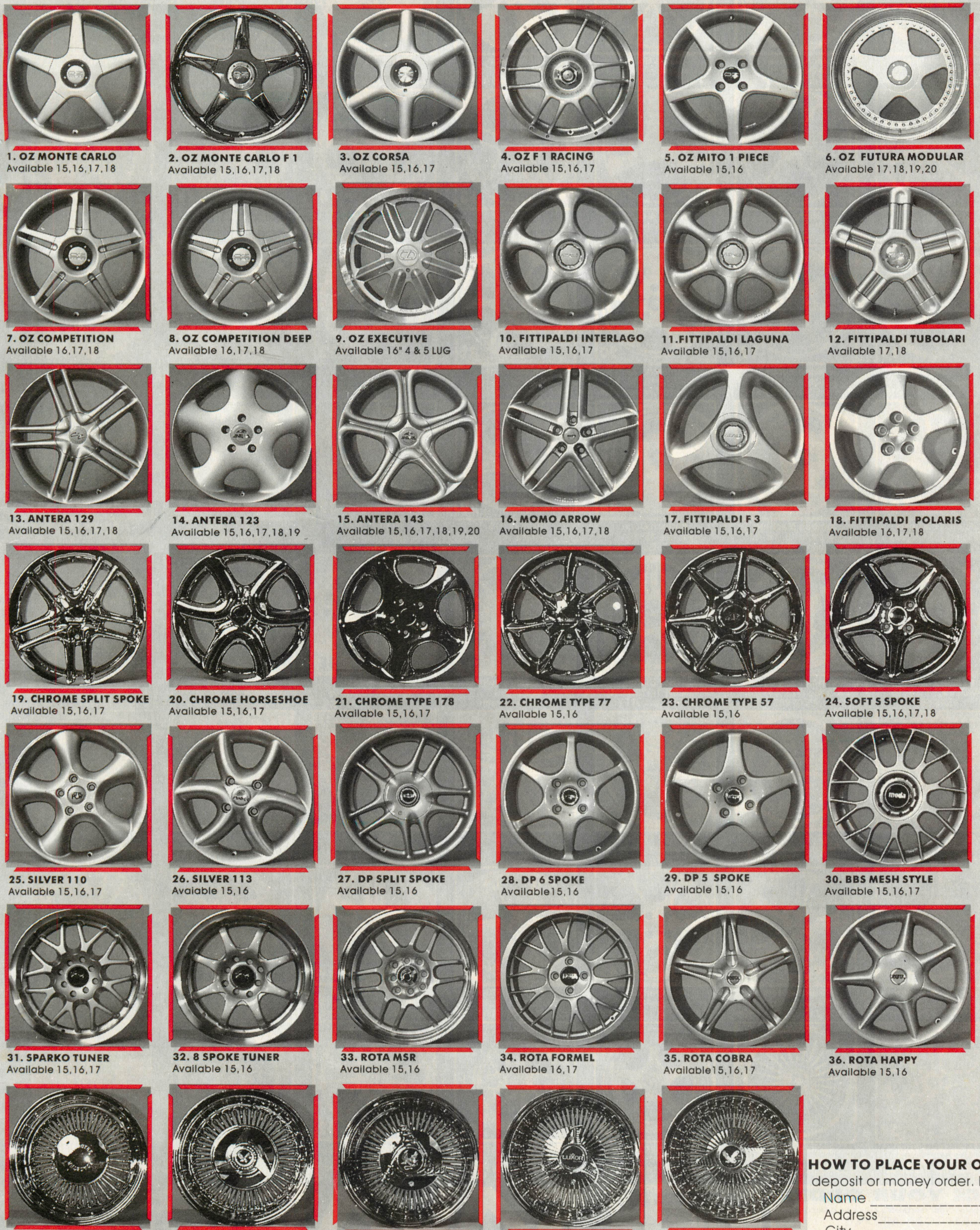

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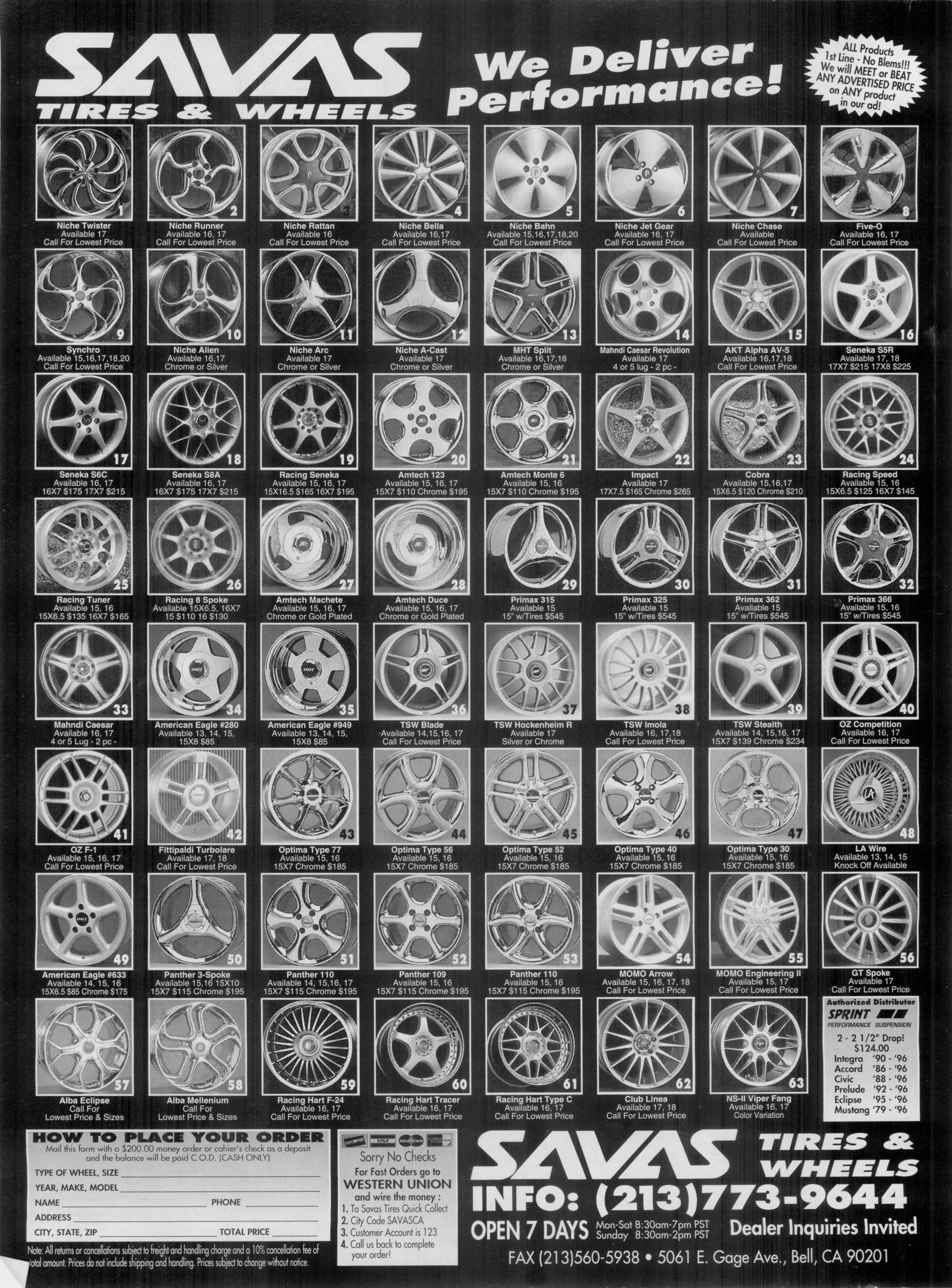
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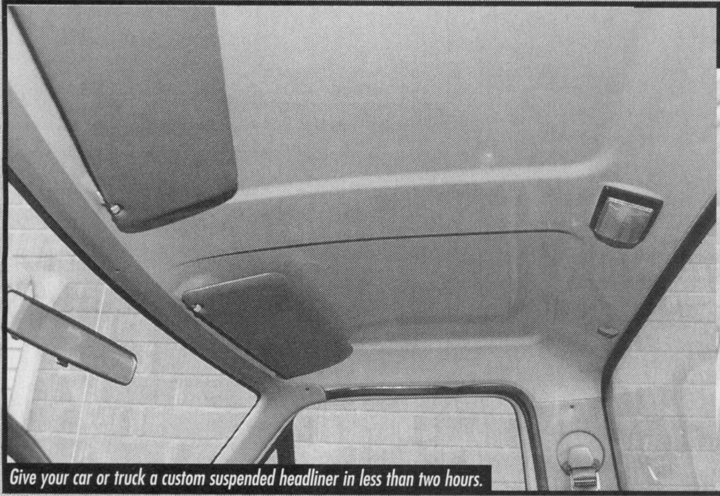
INSTALL A Suspended Headliner

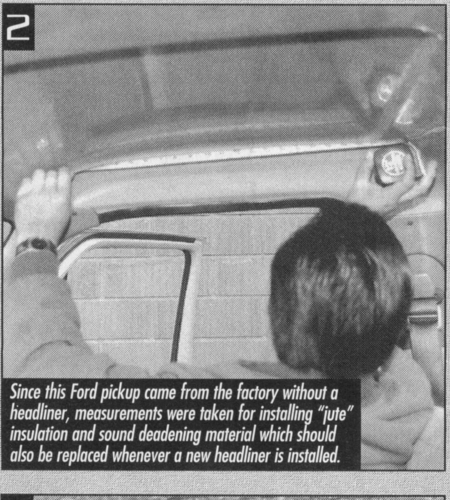
TEXT BY DICK DE LOACH; PHOTOS BY DENNIS CARPENTER



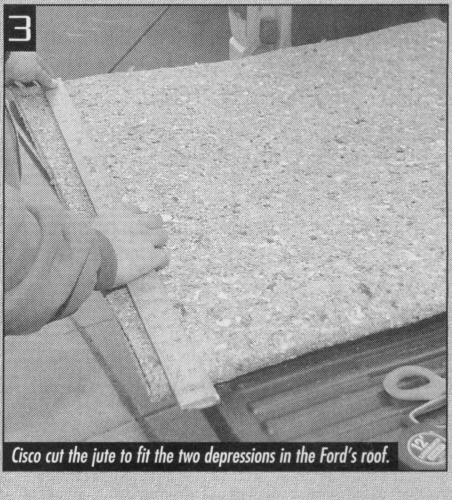
Give your car or truck a custom suspended headliner in less than two hours.

A universal kit for the do-it-yourselfer with a little patience...

1 Our installer began by removing the dome light and sun visors in preparation for installing the headliner.

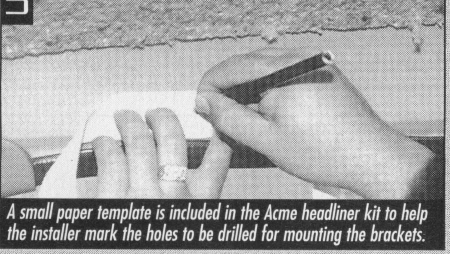


2 Since this Ford pickup came from the factory without a headliner, measurements were taken for installing "jute" insulation and sound deadening material which should also be replaced whenever a new headliner is installed.

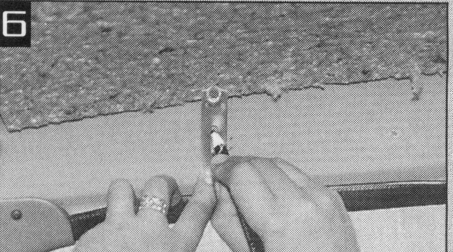


3 Cisco cut the jute to fit the two depressions in the Ford's roof.

4 The jute panels are affixed to the roof with spray adhesive.



5 A small paper template is included in the Acme headliner kit to help the installer mark the holes to be drilled for mounting the brackets.



6 One headliner bracket is positioned for installation.

7 A punch was then used to dimple the sheet metal for drilling the holes.

Except for those expensive special-order items from your local auto dealer's parts department, there isn't much in the way of replacement headliners for many cars and light trucks. Sure, you can go to a trim shop and have a replica of the original headliner installed for a bunch of bucks. With sport utility vehicles (SUVs) and pickup trucks booming in popularity and cars still commanding the slight majority of sales—and that seems to be all makes, all models and just about all years—there must be a healthy demand for replacement headliners.

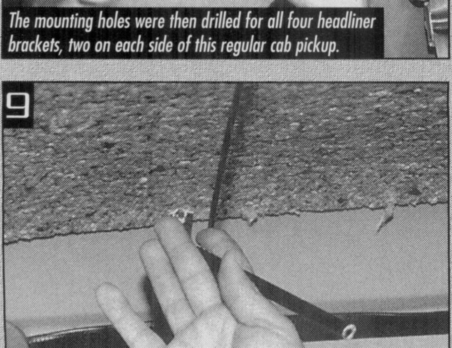
INSTALL A Suspended Headliner

Well, there is, and to help fill that demand, Acme Auto Headlining Company of Long Beach, California, is now offering a Universal Suspended Headliner easily tailored to fit most cars, SUVs and both regular and extra-cab pickups from very early models to the present crop.

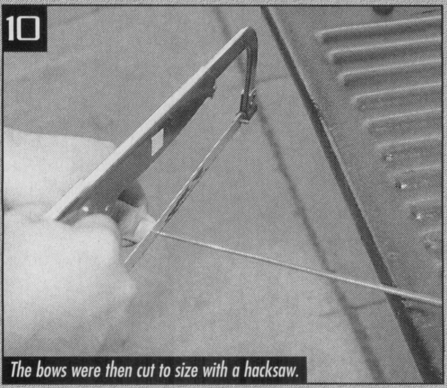
The Acme Universal Headliner kit consists of a slightly oversized piece of top quality headliner fabric in the color of your choice (Acme is an industry leader in headliner fabric availability) which has strategically sewn-in "pockets" on the underside; a selection of metal bows or rods which fit into the pockets in the headliner fabric after it is trimmed to length and a number of specially engineered brackets which mount at the perimeter of the headliner and into which the metal bows are fitted. After the headliner is installed, surplus headliner fabric is tucked carefully into the molding surrounding the roof. Old headliners can be left in place in both automobiles and light trucks, to be hidden by the Acme suspended headliner.

We recently photographed headliner whiz Cisco Barragan as he installed Acme's Universal Headliner kit in an '87 Ford pickup that came from the factory with no headliner at all. The process—which is equally easy in most automobiles—takes less than two hours for a smooth, tight headliner. Follow along as we show you the highlights of the installation. ✌

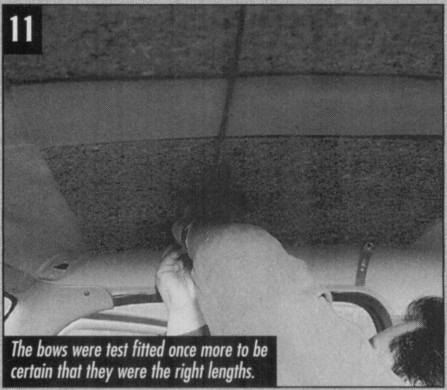
8 The mounting holes were then drilled for all four headliner brackets, two on each side of this regular cab pickup.



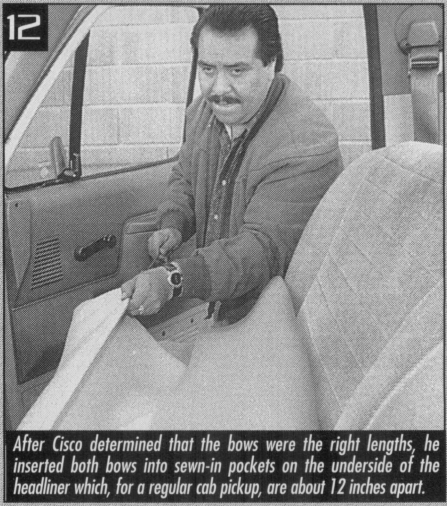
9 After the brackets were screwed permanently into place, our installer test fitted the metal bows (or rods) which hold the headliner in place and marked them to be trimmed to exact size.



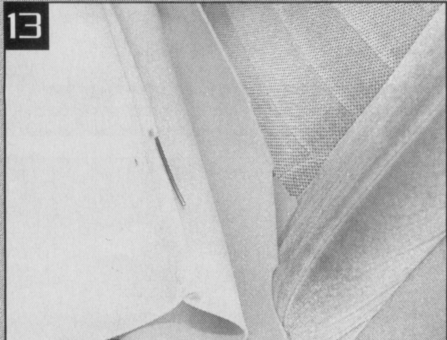
10 The bows were then cut to size with a hacksaw.



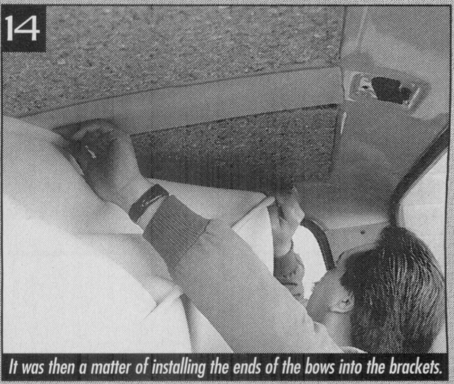
11 The bows were test fitted once more to be certain that they were the right lengths.



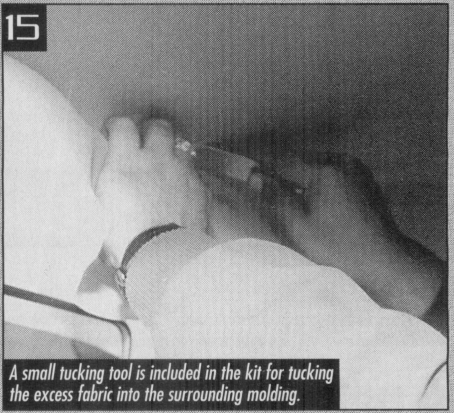
12 After Cisco determined that the bows were the right lengths, he inserted both bows into sewn-in pockets on the underside of the headliner which, for a regular cab pickup, are about 12 inches apart.



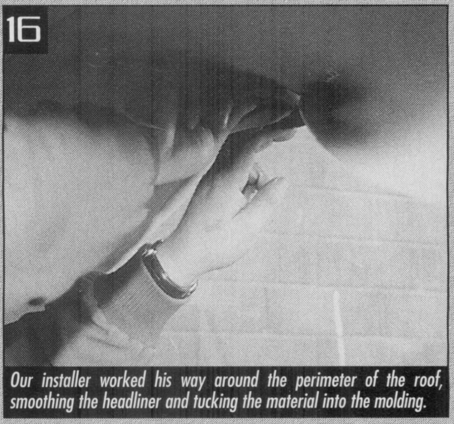
13 Notice that surplus fabric extends beyond the bow and pocket so the fabric can be stretched into position on the sides of the roof and the excess can be tucked into the molding surrounding the roof.



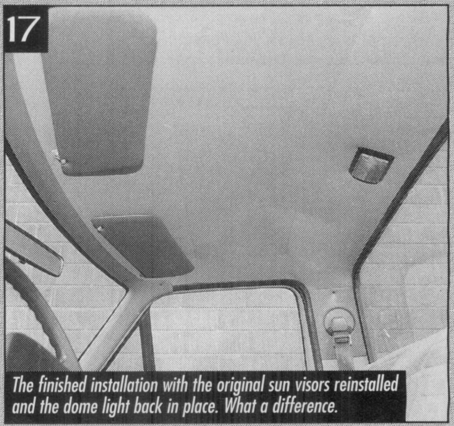
14 It was then a matter of installing the ends of the bows into the brackets.



15 A small tucking tool is included in the kit for tucking the excess fabric into the surrounding molding.



16 Our installer worked his way around the perimeter of the roof, smoothing the headliner and tucking the material into the molding.



17 The finished installation with the original sun visors reinstalled and the dome light back in place. What a difference.

SOURCE: ACME AUTO HEADLINING CO.

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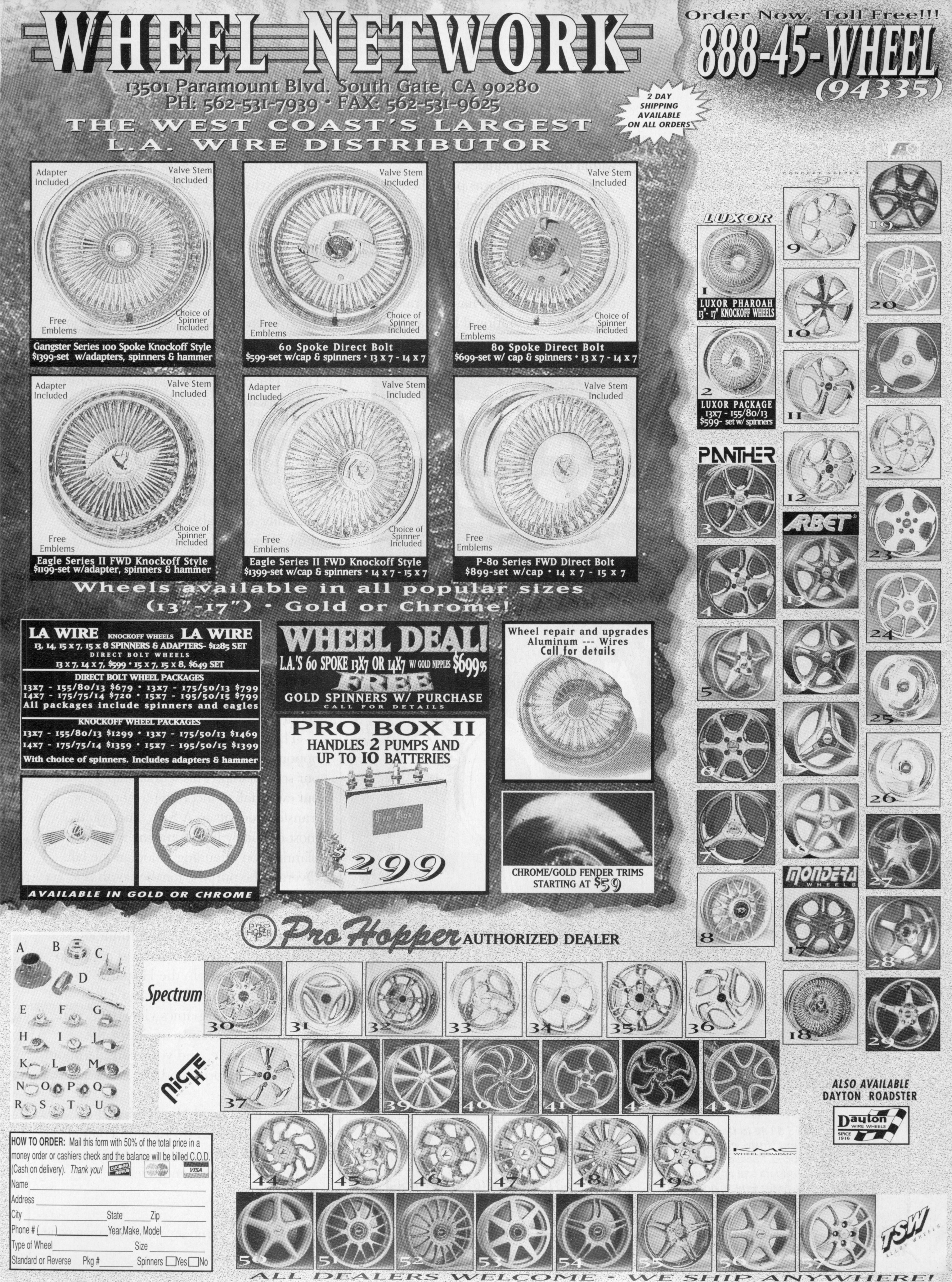
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Dear **LRM**:

On behalf of myself and Omega Delta Phi Fraternity International, Inc., Epsilon chapter, I would like to extend our deepest thanks for printing a letter that I had written in the August '96 issue. The story had concerned the harassment that several of my brothers and myself faced at the Spring '96 Lowrider Show in Mesa, Arizona, for wearing our fraternity letters. It is a very positive sign that there are magazines such as **LRM** that won't "candy coat" the truth and what goes on within our communities.

The letter that was published has changed a lot of things for our brotherhood as a whole, in addition to our chapter. The fall semester brought us more prospective members that might not have pledged if they had not read the letter. The letter has also raised morale on the national level as there are many brothers who are hyped to attend the next show this spring to take you up on your invitation, which is another reason why I am writing you today.

This spring, we will be having brothers coming from out of state (Texas, New Mexico, Washington!) just to make this show and I know that the earlier they purchase their plane tickets, the cheaper they will be. This will also allow me to inform you ahead of time of exactly how many brothers will be in attendance.

Secondly, we, as a chapter of Omega Delta Phi, do a great amount of mentoring and work as role models for the Hispanic Youth here in the Valley who might think that college is out of reach for them, or that it is not for Hispanics. We would like to propose to the show's producers a chance to show what college and our fraternity are all about to everyone at the show. This could be done by acquiring a booth to set up somewhere which would allow us to display what Omega Delta Phi is about, much like the one that we use during rush week at school. The booth would be manned by our own brothers who, along with a display of photos, trophies and other memorabilia, can answer any questions someone might have about the fraternity or college in general.

Third, this would also give us the opportunity to circulate applications for our scholarship. This scholarship is given out every fall to incoming freshman or transfer students to A.S.U., and could most definitely help someone who is planning on attending school in the fall. Overall, the purpose for the booth is to get the Hispanic Communities of the Valley who attend the show excited about college and bettering their own communities.

This is an idea that we had come up with that could help the Hispanic Community of the Valley as well as improve how Hispanics view their own communities. Thanks again for the letter, your time, and your consideration. It is greatly appreciated.

Sincerely,
Valentin David Hernandez II
Omega Delta Phi, Epsilon chapter
Pledge Educator/
National Representative

Dear **LRM**:

First of all, let me say that your magazine

is the best I've ever come across. I just read your November '96 issue and I'm a strong believer in everyone getting to know the meaning of his/her culture, where it hails from and what their ancestors went through to make a life for their people.

Well, the story from your 1996 Writing Contest finalist, Angela Espinoza's "Peace Comes To *Aztlan*," was the best story that I've read in a long time. You see, I'm a 27-year-old male Mexican-American from Los Angeles, California. I want to tell my young brothers and sisters to stop the drugs and guns from killing our people and to stay in school. Learn all you can about your culture; ask a teacher, a grandfather, your mother or your father. I sure wish that I would have; now I have to read books to learn. Don't let it be too late for you.

Thank you, **LRM**. And, thank you my *Azteca* sister, Angela, for your wonderful story. May God bless you all.

An Aztec,
Paul Jose Espinoza

Dear **LRM**:

First, I would like to tell you what a great magazine you have. I have every issue beginning with the May '94 issue, and I really like every one. I would like to see more '58 to '69 Impalas. I was counting the number of Impalas you have had in the featured department of **LRM** from May '94 to February '97 and you have a lot of '64s.

Since May '94, there have been three '58s, three '59s, one '60, five '61s, seven '62s, nine '63s, 23 '64s, four '65s, three '66s, no '67s, one '68 and two '69s. If you could, I would like to see more coverage and features of other Impalas besides '64s.

Thank you for taking the time to read my letter and keep up the good work.

Sincerely,
Donny Rome
Redding, CA

Dear **LRM**:

First of all, I want to thank you guys for covering that car show in British Columbia, Canada. I was so impressed when I picked up the December '96 issue! It's good to see you guys covering Canadian events. Keep up the good work!

I am writing this because in my previous letter, I forgot to ask if you are going to feature a VW Beetle again. I have not seen one since the September '93 issue. It would be nice to see a Beetle featured with a killer hydraulic setup (four pumps, 10 batteries, 16 switches!) and wire wheels, with a crazy candy/microflake paint job!

Thank you so much for reading this letter and I hope you can understand where I am coming from. Thanks for everything and I wish you the best of luck on your hunt.

Your Canadian voice,
Jason Anton
Regina, Saskatchewan, Canada

Dear **LRM**:

Hello, my name is Brad Boyd from Sugar Grove, Illinois. I am a White male who reads your magazine. I have a fresh load of people planning to attend the '97 Lowrider History Tour show in Chicago. I hope that my car can be featured within the pages of this beautiful magazine. That's all I've dreamt about since buying my car. I'll love lowriders 'til the day I die and I hope that maybe one day I can be a cover car or featured exclusively in your magazine.

Maybe you can make my dreams come true. If possible, stop by and see me at the Chicago show. It would mean a lot to me.

Thanks,
Brad Boyd
Sugar Grove, IL

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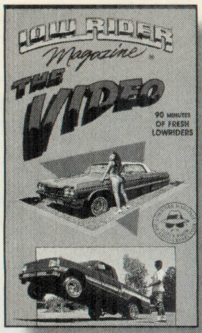

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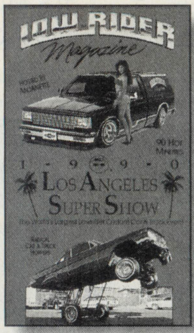

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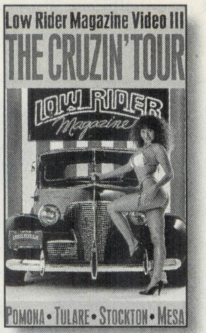
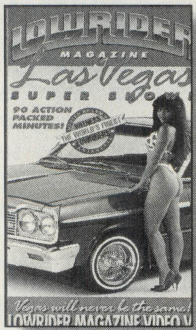


VIDEO 3

VIDEO 4

VIDEO 5



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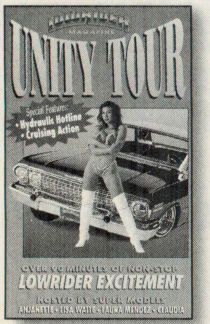
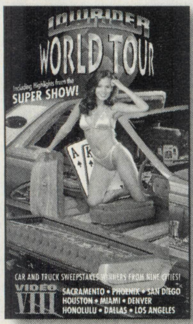


VIDEO 7



VIDEO 8

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Dear **LRM**:

Recently, a friend of mine picked up a copy of your magazine and it found its way into my possession. It was the November '96 issue. Even though my preference is for hot rodding, I don't feel like a sellout for admiring and appreciating the workmanship, concept, talent, love and devotion that is put into those works of art.

It did sadden my heart, however, to read so much about the issue of prejudiced thinking and actions of some people. And, again, I admire your readers for speaking up and, most of all, your editors for printing it. For years, I have been a part of hot rodding. Even though we have our differences in what truly is a hot rod, we do respect each other, for the most part. Our biggest issue is trailer queens vs. daily drivers, though in our hearts we enjoy and respect each.

Also, I have found no hardships between the different preferences between the oldies and late models, trucks vs. cars, lowriders vs. monster trucks, show vs. going down, etc. There seems to be a lot of room, enjoyment, appreciation and respect for each preference. And, why not? They all contribute and add to the versatility of the car enthusiast's hobby.

If this can be accomplished within the auto industry's hobby section, then why not in real life situations? I have my ideas and opinions, but they do not matter at this time. Mostly, because I am hoping that they will be improved upon. I am hoping that your readers will explain how they think we can unite as a human race, yet retain our national heritage. I believe there is room for us to join together and be strong and supportive as citizens of the U.S., yet retain our heritage. Just as several different car clubs can sponsor a car show, yet retain their own club's individuality.

This is a concept I have had for some time and am ready to tackle. We need to come together as a country in order to protect our right to be free. For it is this difference that makes us so great. And, until we can come together as one nation, our individual cultures will not be heard. Just think of how quick our politicians will listen to the *Chicano* issues if all races, ethnic groups, etc. stood up and said, "Listen to them. They are part of our nation also." Now, that would be unity without losing our culture or heritage.

Thank you for reading this letter and thank you, **LRM**.

Sincerely,
Alan Mezo
Rawlins, WY

Dear **LRM**:

While reading the November '96 issue of **LRM**, I ran across the Publisher's question as to whether or not letting in the best rides killed the spirit of the sport or not. Well, to answer your question, I think it livens up the spirit; adding a little zing to the sport. By letting in "simply the best" rides, one may be encouraged to take the extra step in decking out a car, therefore making a better car and car show for everyone. I hope that I may have helped somewhat in answering your question.

Sincerely,
Michael Denny
Longwood, FL

Dear **LRM**:

I want you to know that I really enjoy your magazine (*bien firme*). I'm originally from *Tejas*; I came up here seven years ago. When I got here, there was very little *Raza* living here, but I can see *La Raza* growing as the years go by. This is a small town in Arkansas and since I've been here, I have not seen the excitement of *ranflas* working their hydraulics or car clubs doing their thing.

Since I've been here, I've had the itch to fix up a lowrider. I have a '94 Isuzu. I've put some money in it already and I've got a hydraulic kit on the way here that I ordered out of your magazine. *Q-vo*, I'll be doing some lowriding activities. My goal is to start a lowrider club here. My two kids are Rebecca, nine years old, and Rubie, seven years old, and they are very excited to see what it's all about. My wife, Rachel, stands behind me 100-percent.

Sincerely,
Beto Pineda
Decatur, AR

MailBox

Reggie Meadows' '82 Buick Regal—El Paso, TX

Robert Oakley's '90 Ford Escort—Bassett, VA

Ray M. Romero, Jr.'s '53 Chevy Bel Air Sport Coupe—Temecula, CA

Eddie Rojas' '90 Chevy pickup—Tucson, AZ

David Prien's '77 Oldsmobile Cutlass Supreme—Vacaville, CA

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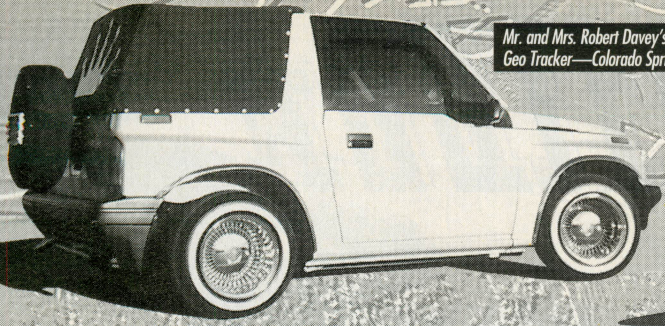
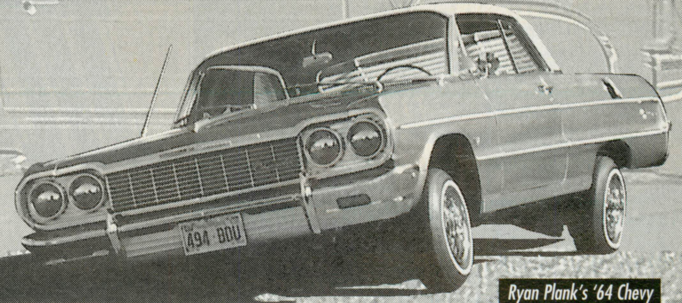
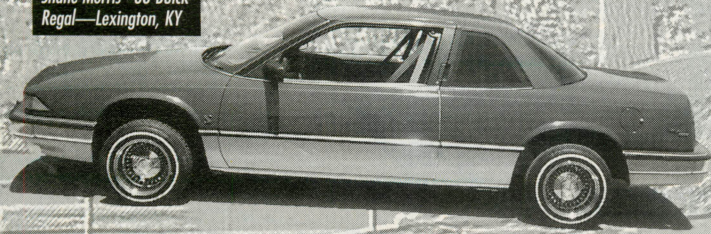
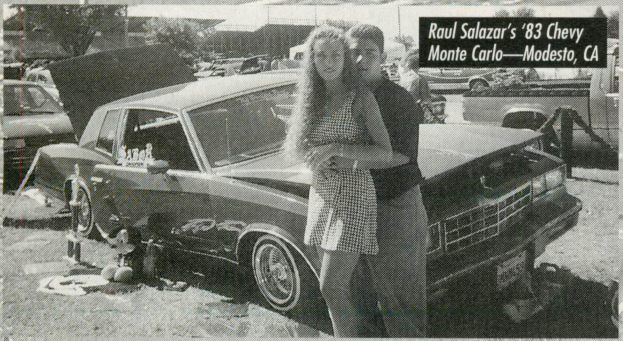
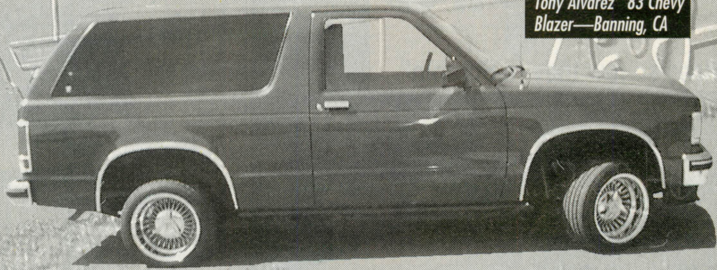

Mr. and Mrs. Robert Davey's '91 Geo Tracker—Colorado Springs, CO


Ryan Plank's '64 Chevy Impala—Longview, WA


Shane Morris' '88 Buick Regal—Lexington, KY

Leo Sosa's '64 Chevy Impala sedan—Corpus Christi, TX


Raul Salazar's '83 Chevy Monte Carlo—Modesto, CA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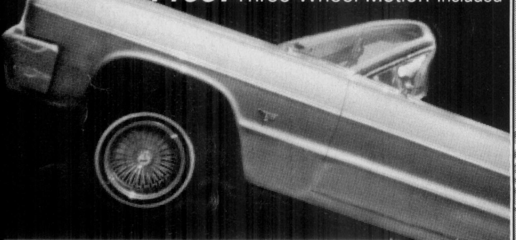

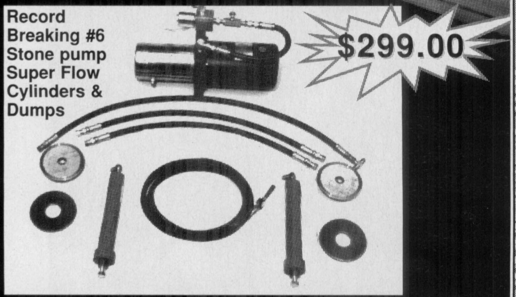

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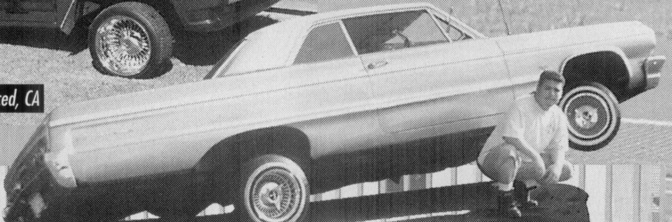
David Padilla's '89 Mazda Extra Cab—Merced, CA


Daniel Maestas' '64 Chevy Impala SS—Florence, CO

Huero Acevez' '96 Dodge Stratus—Santa Ana, CA

James Jones' '64 Chevy Bel Air—Greensboro, NC

Miguel Briseño's '83 Buick Riviera—San Diego, CA

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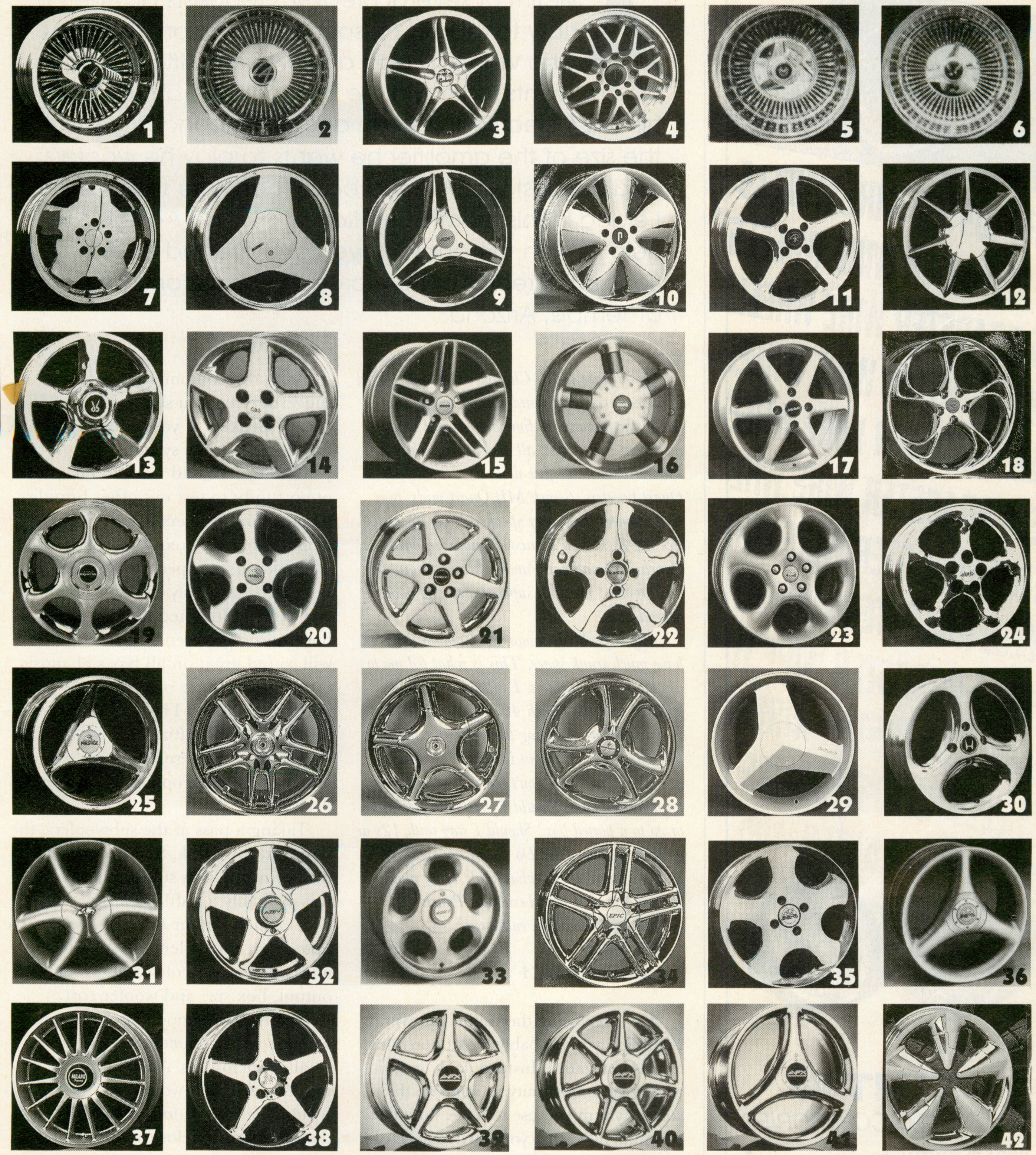

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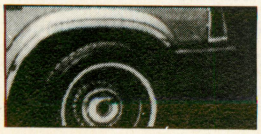

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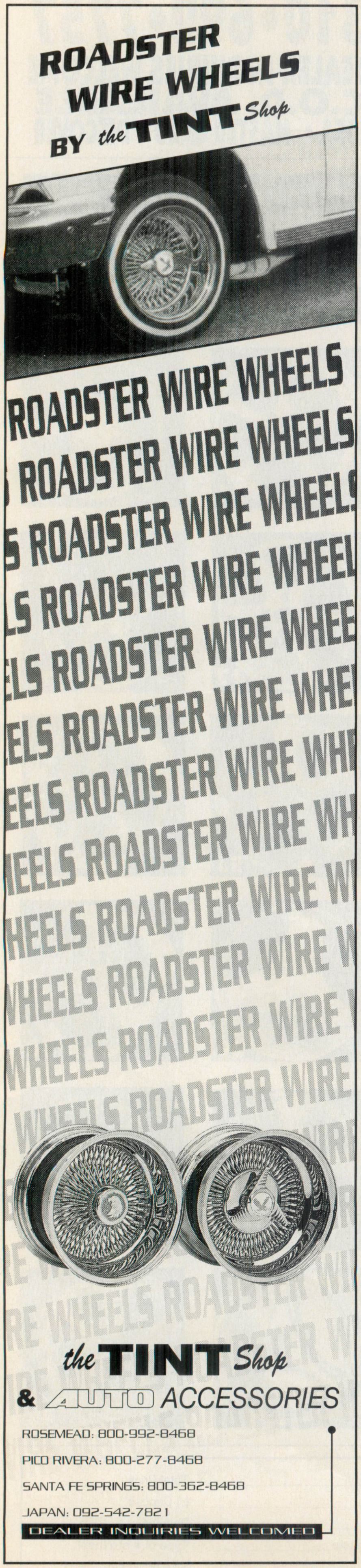


BY ROBERT JANIS

A victim of several break-ins requests advice on how to rebuild his sound system; an enthusiast who wants to add a power amplifier to his system wants to know if he has to make changes in his car's electrical system; another is concerned with the size of the amplifier he wants to play his woofers; and one just wants good bass. These are the queries fielded in this month's edition of "Sound Advice." To help us with the answers we have drafted Paul Sonoda, director of new products for Orion Industries of Tempe, Arizona.

Q—I have a '90 Chevrolet Camaro. I used to have a very good, hard-hitting system, but due to the passage of time and several break-ins, I am left to start all over again. I had a Pioneer detachable face deck, $1\frac{1}{2}$-inch MB Quart tweeters, 6-inch MB Quart mids, two 6x9 Pioneer three-way speakers, two 12-inch free-air Kickers, a Kenwood equalizer, one Punch 150 and one Punch 40 amp. Now, this has provided me with super clarity and good overall bass.

As you probably know, the Camaro doesn't have much trunk space. This is what led me to use the free-air woofers. I still have the 6x9 speakers and the Punch 40. What would you recommend in rebuilding the entire system? In the future, I want to put in hydros, so space is at a premium, but I don't want to sacrifice that hard-hitting bass. Should I stick with free-airs or go to a ported box? Should I stay with 12s or go to 8s or four 10s? Do I need an equalizer and crossover? If so, what kind? How much more power do I need beside the Punch 40? Should I Dynamat the entire car?

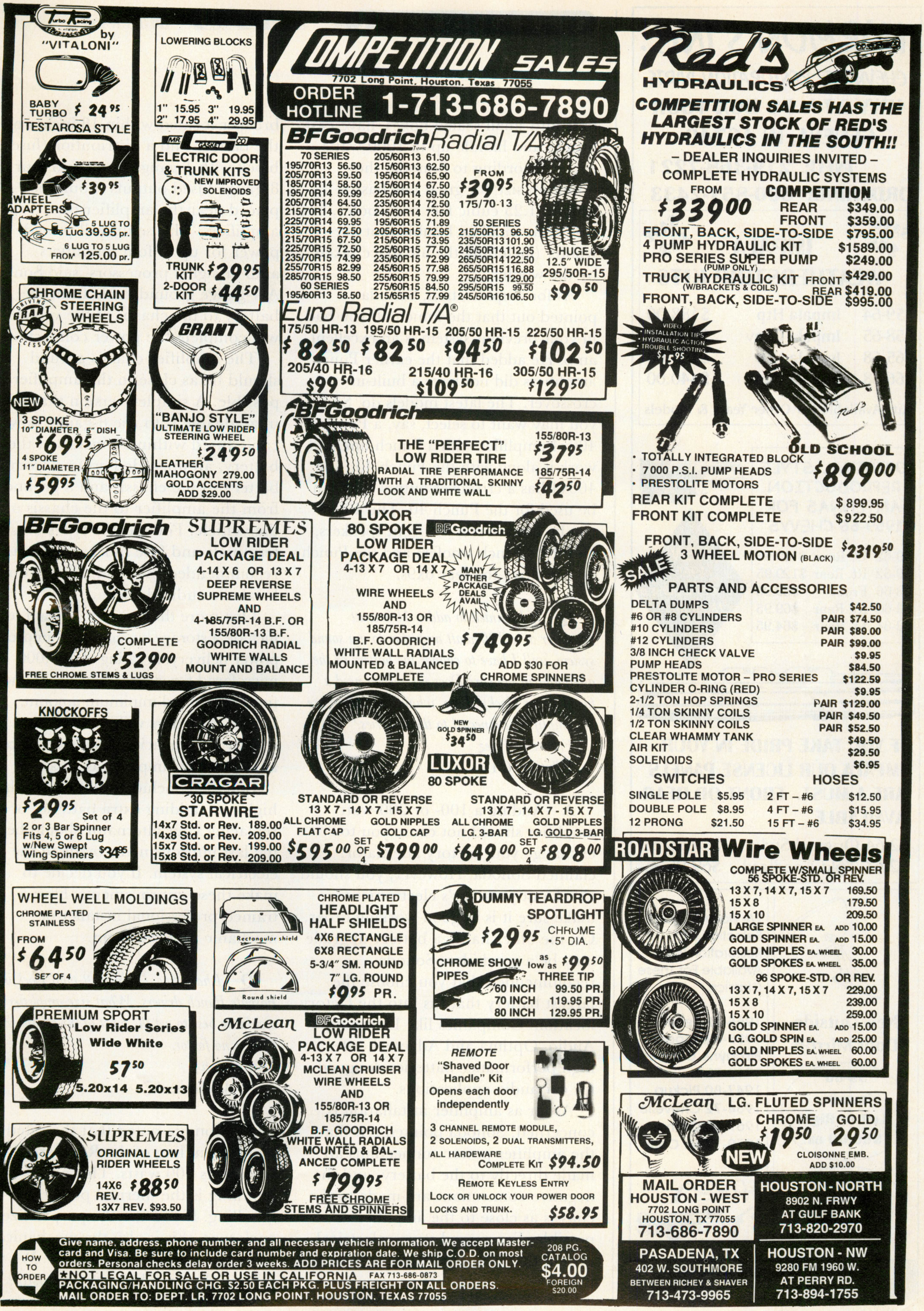
Mr. Sleepy
Redondo Beach, CA

A—After being the victim of several break-ins, you probably look upon your fate as a negative. Instead, look upon it as a great opportunity to improve the sound system you use to have. Sonoda recommended that you start your task by "Dynamatting" your vehicle. Dynamat improves your system's potential by eliminating vibrations that color the sound and it also reduces road noise that may otherwise find its way into your car.

As to the equipment, Sonoda suggested that you stick with the MB Quart speakers if you enjoyed them so much in your late system. However, if you are unsure and want to take this opportunity to test out other brands, demo some speakers at your local neighborhood stereo shop. By the way, when you demo speakers, Sonoda urged that you play the type of music you prefer. He noted that speakers have music preference. Some speakers will sound great on all types of music, other speakers are optimized for a particular sound. The sound achieved by the system is ultimately weighed by the personal preference of the owner. Don't let other people influence your decision.

Taking a pass at the subwoofers, the box, and the trunk, Sonoda guessed that your previous subwoofer design was probably a baffle board with the two 12-inch Kicker free-air woofers. He noted that three elements go into the ultimate selection of woofers—bass output, box size and woofer cost. Typically, said Sonoda, more expensive woofers will produce more bass in smaller enclosures. An enclosure built into the rear well would be about 2.5 to 3 cubic feet in volume. This would put the top of the enclosure flush with the rear storage area.

Many companies offer woofers that will work in this area. Orion, for example, offers two Ntense Carbon Fiber dual voice coil woofers which produce deep



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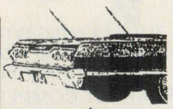

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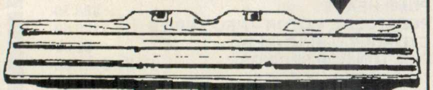

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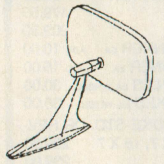

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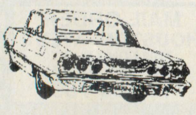

FREE CATALOG

bass into small sealed boxes, have cast frames and handle up to 1000 watts each. According to Sonoda, the optimum size for great low bass is around 1.25 cubic feet per woofer, but can be as small as 1 cubic foot per woofer (including the air space taken by the woofer).

As for amplification, Sonoda pointed out that the Punch 40 you had in your previous system is an excellent amp. He added that the earlier Punch amplifiers did not have a built-in crossover. The latest models do. So you may want to select, say, a Punch 400x4 amplifier with a Punch link and work it along with the Punch 40. The 400x4 has a crossover output that can be used for the Punch 40. The 400x4 can be used to run the front speakers, and the 12-inch woofers and the Punch 40 can drive the rear 6x9s.

Q—If I wanted to add a 100-watt amplifier or a 200-watt amplifier to my sound system, will I have to change the battery or the alternator in my car? Does my system need a fuse box (or block)? If so, what kind? How are the amplifiers connected to the batteries?
Francisco Perez
Whittier, CA

A—Adding a 100- or 200-watt amplifier should not cause you to exchange your factory alternator, claimed Sonoda. However, you should check out your car's electronics to make sure it is in good working order. On the other hand, a battery upgrade may be a good idea. Sonoda recommended that you choose the largest battery that fits into the factory location. Companies like Lightning, Audio, Optima and Advotech offer high performance batteries designed for car audio applications.

As far as amplifier installation is concerned, Sonoda pointed out that the amplifier power connections are made directly to the battery, and the negative connections are made to the chassis as close to the amplifier as possible. For a good stereo electrical system that is upgradeable, a 4-gauge power wire with a fuse or circuit breaker located within 18 inches of the battery and a distribution/fuse block with 1-gauge input and four 8-gauge fused outputs should be placed near the amplifier or amplifiers. This setup will provide power for up to four amplifiers and/or signal processors, said Sonoda. A 4-gauge ground cable from the battery to the chassis of the vehicle will complete the power connections.

The amplifier chassis ground should be as close to the amplifier as possible. A simpler version that is not upgradeable is to use 8-gauge power cable fused within 18 inches of the battery, an upgraded ground from the battery to the chassis and a ground from the amplifier to the chassis of the vehicle. For specific types of terminals and fuse blocks, Sonoda recommended that you talk to your local car audio dealer.

One more thing, you may want to include a storage capacitor for improved power delivery. A rating of 100,000 microfarad for every 100 watts of audio power is a good minimum amount. Larger capacitors will improve the results. The capacitor should be placed as close to the amplifier as possible.

Sonoda concluded that due to the high cost, adding extra batteries or replacing your alternator should be the last improvements made to the electrical system. If you decide to make these improvements, have a trained professional installer or mechanic perform them.

Q—I have two 12-inch, 8-ohm Rockford Fosgate Punch drivers. What size amplifier would be best to get the most of my woofers? Cost is no factor.
L. Leigh
St. Michaels, AZ

A—Sonoda noted that the rated power handling of the Rockford woofers is 200 watts. This power handling is the thermal power handling. If you use the proper size enclosure, this is also the mechanical power handling of the woofer. We will assume that you have an enclosure

Continued on page 173

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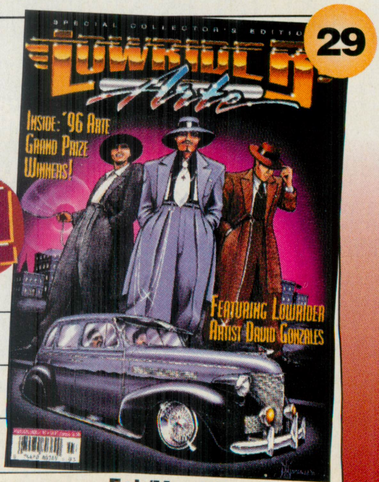

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Continued from page 168

that handles the thermal power handling. If you are unsure about this, Rockford offers technical support to assist you. The number is 1-602-366-2349. An amplifier with a continuous power output of 400 watts rms will be enough to drive the woofers to their maximum capabilities. The amplifier should be bridged mono and have the best damping factor and slew rate. The damping factor of an amplifier represents the amplifier's ability to control the movement of the woofer. The higher the damping factor, the greater the control the amp will have over the woofer. The slew rate represents an amplifier's speed. The greater the slew rate, the better the transient speed the amplifier will have. Sonoda recommended that you compare amplifiers at your local stereo shop.

Q—I have a '90 Volkswagen Jetta GL and I want to get good bass without going overboard. I currently have a Rockford Fosgate Punch 60 IX DSM and two Fosgate BTR 123 woofers, but the bass I get is pretty weak. What can I do to get better bass? Would the addition of a bass tube make any difference? If so, what size amplifier should be playing it?
Bryant "Huero" Carino
South Gate, CA

A—Sonoda counseled that you can add a bass tube to improve your output, but the bass tube may not produce enough bass to satisfy you. Instead, Sonoda suggested that you go with a 12-inch woofer in a properly designed enclosure with a minimum of 200 watts. There are some manufacturers who offer prefabricated enclosures of this size. Another option is to have an enclosure built to your needs. Sonoda suggested that you use an Orion XTR 12 SVC in two 2-cubic-foot vented enclosures. The ports' inner diameter should be 4 inches and their length should be 12.75 inches. Point the woofers toward the rear of the vehicle. Also, place the port on the same side of the box as the driver. You can continue to use the Punch 60 to drive the BTR enclosures and add a larger power amplifier for the subwoofers, said Sonoda. Since the XTR 12 SVC woofer can handle up to 500 watts in this enclosure, Sonoda recommended an Orion XTR275 or an Orion Cobalt 2105 to provide amplification.

Q—How do you know how many watts your sound system is?
Darius Simon
Houston, TX

A—It depends on the amplifier or amplifiers that you are using in your system. If you are using a 300-watt amplifier, then your system is a 300-watt system. If you are using two amplifiers, one is 200 watts and the other is 150 watts, then your system is 350 watts. The watts figure is the number that the manufacturer gives to the amplifier; basically, what you read on the box. It is true that if you reduce the impedance load, the amplifier is delivering more power. Still, for classification reasons, the wattage of the system remains what the manufacturer has rated the amplifier on the box.

Q—If you have a crossover, could you have an equalizer? If so, would you hook up the car system to the crossover first, then run it to the equalizer?
Tony Starks
Harrisburg, PA

A—Yes, if you have a crossover you can have an equalizer in your system, as well. In fact, many installers often do not include an equalizer in their installations, but they always include some kind of crossover, whether it is an electronic crossover or a passive crossover. The equalizer is designed to balance the frequencies so you get good transition of sound. Many installers believe that it is not essential in non-competition systems. The crossover, however, assures that the proper frequencies are routed to the proper amplifiers so that the proper frequencies are sent to the speakers that are designed to play them. The order of installation, if you include both pieces, is the equalizer after the head unit, then the electronic crossover and the amplifier(s).

Robert Janis is a well-respected free-lance writer who has covered the car audio industry for more than ten years and the automotive aftermarket for more than 12 years.

If you have any sound system questions, write to Sound Advice, P.O. Box 648, Walnut, CA 91788-0648.

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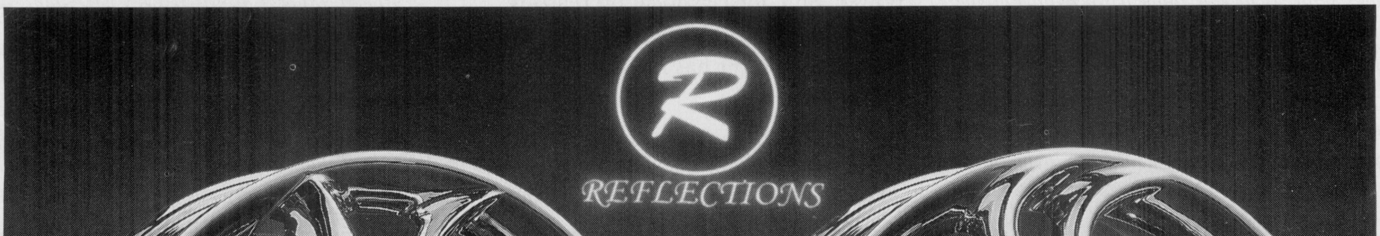
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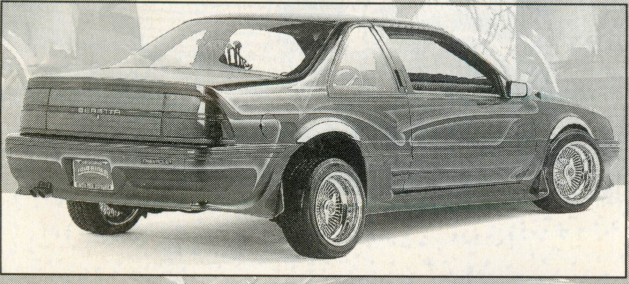

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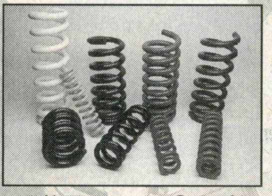

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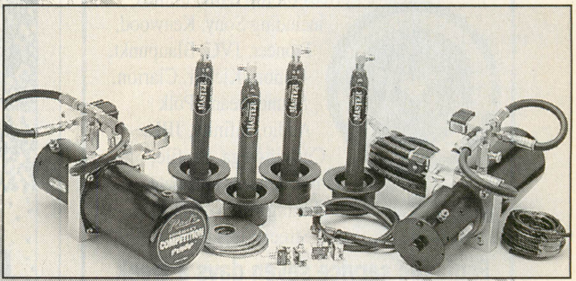

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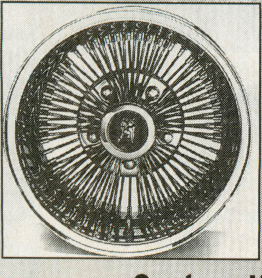

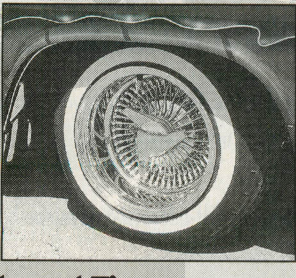

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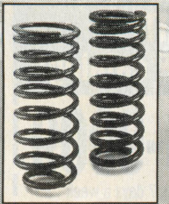

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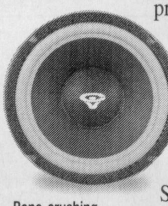

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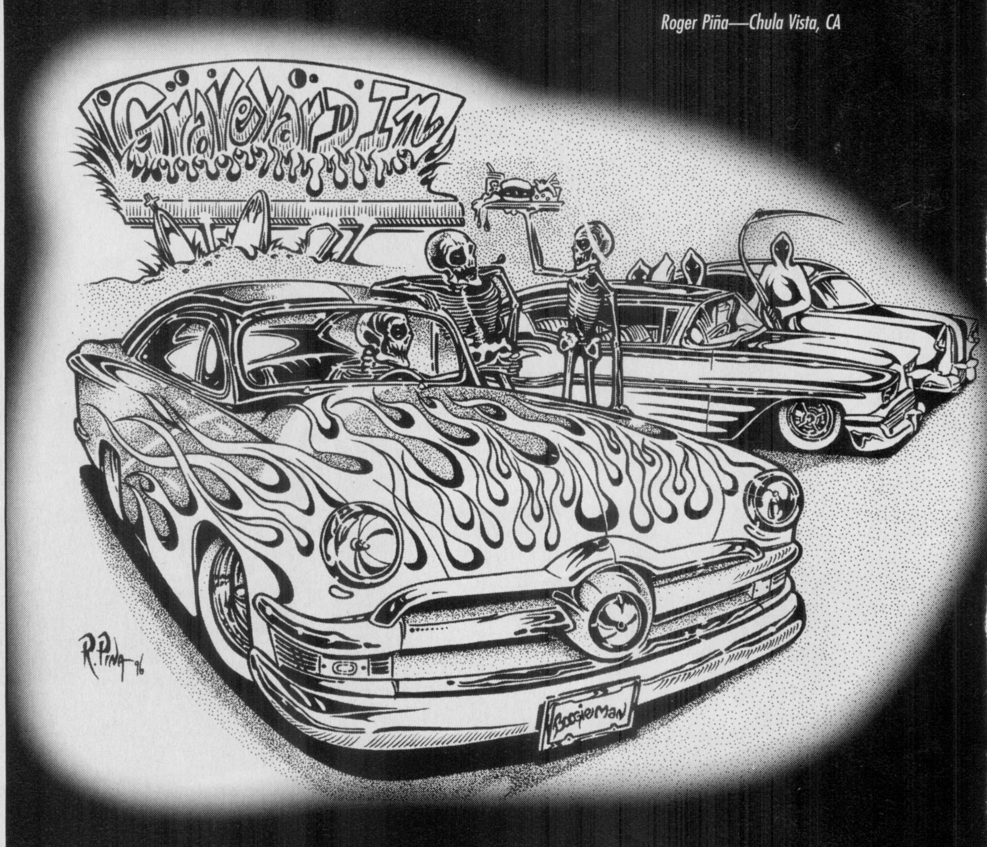

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"The Rules Committee created the Street and Pro Series as an added bonus for competitors who attend several shows during the '97 Tour," said "El Larry" Gonzales of Go-Lo Entertainment, producers of *Lowrider* Magazine's '97 History Tour. "A points system is used in virtually every type of automotive competition from sound-offs to drag racing to off-road racing to determine overall series winners, so it was natural that we should create a points series for hydraulic competitions as well."

Contestants who accumulate the highest number of points during the Tour will be the winners of the '97 Street and Pro Cup Series and receive the following special awards at the L.A. Super Show finale: The shop that earned the most points will win the '97 Pro Series Cup; street class competitors who earned the most points in their class will win the '97 Tour Championship Cup.

Further, all street and pro class competitors in each class who set '97 History Tour World's Records will receive a World Record Cup. Watch for the '97 History Tour Scoreboard beginning next month in the Hydraulics Hotline listing the hop winners, current record holders and Series points leaders.

IMPORTANT RACK MATERIAL LIMIT CHANGES

Important changes regarding rack material limits have been made since the '97 Hop Rules ran in the March '97 "Hydraulics Hotline." The changes do appear in the Official '97 Rule Book, however. After further discussion, the Go-Lo Hop Rules Committee determined that the amount of rack material allowed should be changed as follows:

Car & Truck Hopping Rules (Street and Pro)

A total of **14** running feet of angle iron and **23** running feet of tubing for single-pump cars and trucks; a total of **20** running feet of angle iron and **28** feet on tubing for double-pump cars.

WIRE WHEEL RULE QUESTIONED

Q—*My name is Wesley Watts from Frankfort, Kentucky. I am 29 years old and work for Toyota Motor Manufacturing in Georgetown, Kentucky. I have been involved in the sport of lowriding for approximately 11 years. I have enjoyed (consumed) Lowrider Magazine and have become more culturally blessed by the articles of Aztlan. The reason for this letter, however, is to air my displeasure at one of the new rules for 1997.*

In the General Rules section it states that all Street competitors must hop on wire wheels. As I do think aluminum does offer an advantage, I feel that street competitors should only be allowed to hop on steel wheels (wire included). Why should a person, like myself and others, have to invest in expensive wire wheels when it is not necessary? Any steel wheel should suffice. That $300 would be better invested in the hydraulic system.

I hope you take my question/suggestion into consideration, as most of us out here are on a budget. Personally, I feel this rule was put into place so shops could sell wheels when they do the install on some competitor's autos.

Thanks in advance for your time and patience.
Sincerely,
Wesley Allen Watts
Frankfort, KY

A—First of all, Wesley, thanks for the laudets on *Lowrider*, it's always good to hear. Second, we're happy to hear suggestions from the street, and let me assure you that I have passed them along to the Hop Rules Committee.

Now, let me explain the Committee's reason for requiring street classes to hop on wires. I can assure you it had nothing at all to do with wanting to sell more wire wheels. In

fact, very few of the shops on the Committee sell wheels; most of them don't sell any accessories; they only install hydraulics. Furthermore, of the Committee members from your part of the country that do sell wheels, two voted against wires.

The reason for requiring wires is simple: We want the street class to be as close as possible to what's "real," and the serious "street players" on the West Coast all run wires. Plus, there was no rule at **LRM** hops about what wheels were legal, so some street-class vehicles were hopping with lightweight racing wheels, putting the real street hoppers at a disadvantage. So, since most of the street entries at lowrider shows in the West are already hopping on wire wheels, the Committee felt it would be more real and more fair if they were required.

TROUBLESHOOTING TIPS

(Editor's Note—The following tips were taken from a new book called "Hydraulic Suspensions," which is the first in a series of ten "Pocket Tech" books from Red's Hydraulics. For information on obtaining a copy of the book call (800) REDS-321.)

Important Notice: Before any troubleshooting can begin, the vehicle must be lowered to the ground, and the system ground wire must be disconnected.

Despite the best planning, something inevitably goes wrong with the complex workings of a hydraulic system. Troubleshooting can be broken down into five basic categories: solenoid over-lock failure, motor failure, block head failure, valve failure and dump failure. Instead of throwing a lot of technical terms at you, we've listed each category by its symptoms.

1. Motor stays on and does not stop turning:

This problem is called solenoid over-lock. There are three things which can cause this to happen. Battery amperage is checked first. It should be at over 70-percent power. Check for bad grounds or false connections with a continuity tester. The wiring must then be traced. There should be 24 volts per solenoid on the secondary side.

2. Motor fails to work:

The motor can be checked by hooking a jumper cable directly from a single 12-volt battery to the positive terminal on the motor. If the motor works, the solenoid is at fault. A bad electrical solenoid can cause a motor to act like it is dead, so solenoids should be checked before discarding the motor. If the motor has failed, there might be too much voltage going to one motor causing it to run too hot. (Remember: Using high voltage isn't the only way to hop up a system. A perfect balance between voltage and line pressure can produce a cooler running, more efficient system.)

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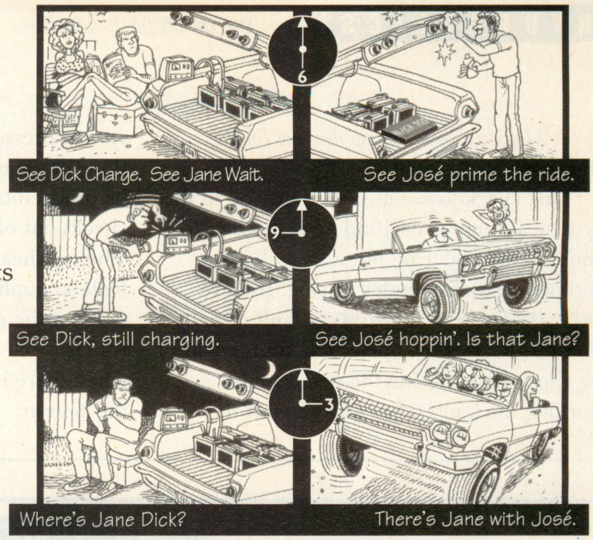

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3. Motor works but pump does not lift the suspension:

First check to see if there is any oil in the system. If there isn't, [find and] fix the source of the oil leak, like a hose, leaking fitting or blown cylinder O-ring. If there isn't a leak, the end head is at fault or a dump valve is stuck open. The dump can be checked by closing the needle valve (turning the knob fully clockwise). If the system pressurizes after the needle valve is shut, the dump is at fault. The dump must be disassembled and inspected. If the dump checks out okay, the end head is at fault. The end head is linked to the pump motor with a coupling, and this must be checked to see if the gear, coupling or the end head wall is broken. This will sometimes occur when there is excess voltage over-locking the system.

Once the problem is fixed, it is necessary to prime the system with the pump. The motor must only be hooked in for 12-volts while priming. The motor is switched for one second on/one second off until the suspension lifts. The weight of the hydraulic oil will vary according to ambient temperatures and application. There is a pressure relief screw on the block. Proper adjustment of the pressure relief screw will lessen the chance of damaging an end head.

4. System will not de-pressurize:

This problem is caused when a dump fails. Dump failure can occur from inadequate or excess voltage or shorting out a control switch. Dump solenoids are rated at 24 volts. Inadequate grounding or a short in the secondary wiring circuit can also cause dumps to fail. The cartridge on the dump should only be torqued to 20 ft./lbs. Over tightening of this cartridge will cause solenoid failure. Remember, always wire in the dumps for 24 volts, so they can work with low battery voltage. No more than 24 volts should be coming into any dump solenoid. A dump can be checked with a direct 24-volt source from two batteries hooked up in series.

5. Suspension inadvertently drops the vehicle to the ground:

This problem is due to dump or check valve failure. Dumps or check valves can fail in two ways; the system will drop pressure very slowly or the system will drop very quickly. If it drops slowly, the standard procedure is to close the needle valve to see if it stops the system from de-pressurizing. If it still leaks down, the check valve might be at fault. A slow line leak can also cause a system to leak down like a check valve failure. If the system stays pressurized when the needle valve is closed, open the needle valve fully by turning the knob counterclockwise.

If it still drops down, then it might be the dump. Dump O-rings and cartridges should be checked by unbolting the cartridge nut, pulling out the cartridge and checking the O-rings or pressing the poppet in and out to ensure that the pilot moved freely. These O-rings must sometimes be replaced. If the pilot binds in the dump body, it must be replaced.

The cartridge screws into the dump body. The cartridge is only tightened to 10 ft./lbs., otherwise the metal will be put under too much stress and distortion. Cartridges can be damaged by over torquing the coil nut. This nut holds the cartridge in the dump body, and must be only tightened to only 3 ft./lbs.

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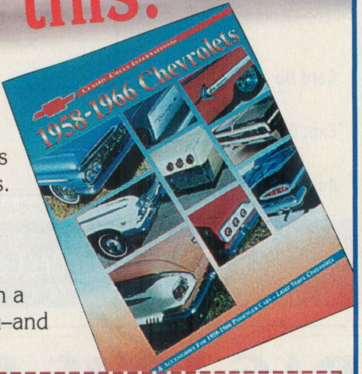

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MORE NEW SHOPS

(Editor's Note–Every month we learn about more new hydraulics shops around the country. Have we listed your favorite shop yet? If you own a shop, have you sent us your name and address yet? Please do, so we can add more shops to our growing source list. To protect our readers–and honest shops–a copy of the shop's business license must be submitted before it can be listed.)

Dear Hydraulics Hotline:

I would like to let you know about a new shop now open in Kansas. That's right Dorothy... in Kansas. We sell and repair Pro Hopper, Red's and Fenner-Stone hydraulic components and have a large inventory of hydraulic and lowrider bicycle parts. We also sell tires and wheels in the shop and through mail order.

Sincerely,
Eric Agoita

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Dear Hydraulics Hotline:

Please include us in your New Shops listing. We are the only hydraulics shop in our area. We also sell and install custom rims, tires and accessories and do show-quality auto detailing.

Sincerely,
Frank and David Castanon

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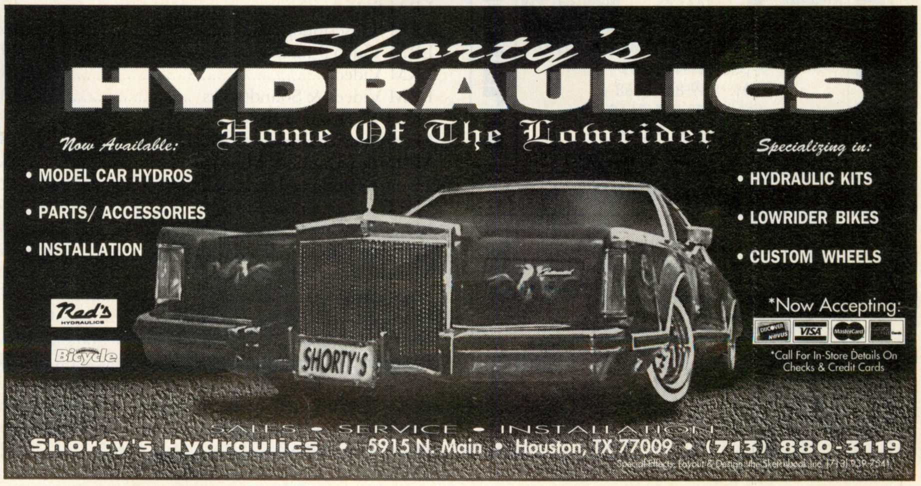

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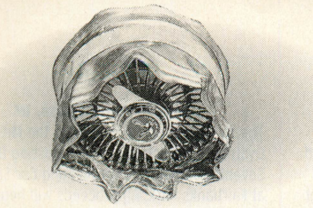

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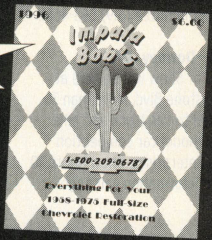

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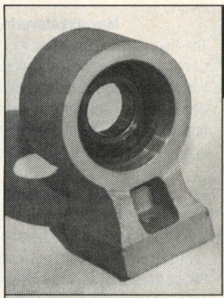

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April 6–Eagle Pass, TX
Modern Classic Auto Club presents its Third Annual Open Car and Bike Show. Trophies will be awarded in more than 25 categories with cash prize for best hopping lowrider. For more information call Chalo Delgado (210) 773-8995 or Linda (210) 773-3289.

April 6–Mercedes, TX
Lowrider Magazine and Go-Lo Entertainment are proud to announce the '97 History Tour stop in "The Valley." This event will be held at the Rio Grande Valley Show Grounds and will feature the Southwest's finest cars, trucks and bikes, plus hydraulics competition, sound-off and concert. For more information regarding this event, including move-in times, call (909) 595-2782.

April 6–San Fernando, CA
Rapture Car Club presents the First Annual Car Show at Polytechnic High School. Car sweepstakes competition with cash prizes, plus hydraulics competition sponsored by Homies Hydraulics. Move-in, 6 a.m. to 9 a.m. Show hours, 10 a.m. to 5 p.m. For more information call (818) 988-1915 or (818) 765-0749.

April 12-13–Brunswick, GA
East Coast Customs Car and Truck Club presents the '97 Georgia State Car and Truck Championships to be held at the Brunswick Outlet Mall. Come see the Southeast's finest compete and show. For more information call Bill Cox (941) 665-9487.

April 13–Bolingbrook, IL
The Super Sunday Swapmeet and Car Sale will be held at the Arena Auto Auction Facility at I-55 and Rt. 53. This all-indoor event will feature cars of all makes and models. Children under 12 free with adult. For more information call Mid America Promotions (708) 563-4300.

April 13–Indio, CA
City Cruisers C.C. of Coachella Valley present the Fantasy Cruise Lowrider Car Show at Fantasy Springs Casino. Cash awards for best cars and trucks, plus hydraulics competition, bikini contest and live entertainment. For more information call Frank (619) 398-6683 or Memo (619) 398-5042.

April 13–Oakland, CA
The '97 *Lowrider* Magazine History Tour returns to the Oakland-Alameda County Coliseum. This is the only Bay Area Super Show of the year, and it will feature the best lowrider cars, trucks and bikes on the West Coast. There will also be a complete concert and hydraulics competition. For more information regarding this event, including move-in times, call (909) 595-2782.

April 19–Mt. Vernon, WA
The 16th Annual Mt. Vernon Automotive Swapmeet will be held at the Skagit County Fairgrounds. All cars, including street rods, will be in the house. For more information call Steve Doran (360) 757-6333.

April 19–San Carlos, AZ
The Second Annual San Carlos spring Lowrider Bicycle Super Show at the San Carlos Community Center. Many specialized categories with special awards, including Best Paint, Best Display and Sweepstakes. Move-in, 7 a.m. to 11 a.m. Show hours, 12 p.m. to 5 p.m. For more information call (520) 475-2642.

April 19–San Diego, CA
Amigos Car Club and the Chicano Park Steering Committee will be holding the 27th Anniversary Chicano Park Celebration and Car Show. Since 1970, when frustrated residents of *Barrio* Logan reclaimed this land from the city, painting world-famous murals and building a community park, the annual celebration has featured great food, entertainment, lowriders and more. For more information call Rigo (619) 690-6233 or the Chicano Park Steering Committee (619) 563-4661.

April 20–Downey, CA
The 39th Anniversary Car Show will be held at Johnie's Broiler on Firestone Blvd. More than 70 trophies will be awarded to car, truck and bike winners, plus a special model car competition sponsored by Big Kids Enterprises. Show hours, 10 a.m. to 7 p.m. For more information call Angel (310) 862-9955.

April 20–Las Vegas, NV
RC Entertainment presents the Las Vegas stop of the '97 Straight Clownin' tour to be held at the Thomas Mack Center. Hop sponsored by Homies Hydraulics and Hi-Low Hydraulics. Cash prizes for class winners. Show hours, 11 a.m. to 6 p.m. For more information call (714) 838-1739 or (714) 935-1697.

April 20–Pasadena, TX
The First Annual Alliance Car Audio Car Show and Concert will be held at the Pasadena Fairgrounds. This enormous event will feature the best custom cars and bikes, plus hydraulics competition and sound-off. Cash and prizes for class winners. For more information call (713) 450-2101.

April 20–South Bend, IN
The Super Sunday Swapmeet will be held at the Joyce Center at the University of Notre Dame. This all-indoor event will feature cars of all makes and models. Children under 12 free with adult. For more information call Mid America Promotions (708) 563-4300.

April 26–Dodge City, KS
The Dodge City Hot Rod, Custom and Antique Car Show will be held at the Dodge City Civic Center. Cash prizes in many categories, including lowriders. Show hours 10 a.m. to 10 p.m. For more information call Jim Schroeder (316) 227-7628.

April 26–Greer, SC
The First Hydraulic and Drag Bike Show will be held at Greer Dragway on Highway 29. Hydraulics show will feature hopping and dancing competition. For more information call Mr. Bee (864) 879-2320.

April 27–Mesa, AZ
Society Car Club presents the 14th Annual Mesa Super Show at the Mesa Community Center and Amphitheatre. This indoor-outdoor event is the official *Lowrider* Magazine sanctioned show for Arizona. Join *Lowrider* Magazine's "Aztec One" at a super show featuring car hop and dance competitions, concert and dozens of vendor booths, plus more than 500 vehicles and bikes. For more information call (602) 892-6249.

May 2-4–Chesapeake, VA
Super Street Weekend '97 will be held at Chesapeake Campground on Route 17 at Deep Creek. Come join the party with live band, games and lots of hot cars and trucks. For more information call Cecil Proffit (757) 399-6980 or Herby Dorsett (757) 487-5548.

May 3–Gardena, CA
The city of Gardena *Cinco de Mayo* Fiesta will be held at Recreation Park. There will be lots of lowrider cars on hand with local club representation. Come and join the celebration. For more information call Rafael (310) 769-1107.

May 3–Roswell, NM
The Third Annual TNT Custom Car Show and Fiesta will be held at the Unity Center on College Blvd. Lots of food booths and live music, cash awards for Sweepstakes winners, plus trophies for all classes. For more information call (505) 624-2773 or (505) 626-4107.

May 4–Colorado Springs, CO
The 14th Annual *Cinco de Mayo* Custom Car Show will be held at Monument Valley Park (Cascade and Dale Street). This year's event will feature car hop and dance competition, with all-day entertainment and food. Show hours, 11 a.m. to 5 p.m. For more information call (719) 572-6898 or (719) 591-1811.

May 4–Indianapolis, IN
Lowrider Magazine and Go-Lo Entertainment present the first-ever Super Show event in Indiana as the History Tour rolls into the Indiana State Fairgrounds. Come celebrate *Cinco de Mayo* weekend with the finest custom cars, trucks and bikes in the region, plus hydraulics competition, sound-off and live entertainment. For more information call (909) 595-2782.

May 4–Lafayette, CO
The Third Annual Lafayette *Cinco de Mayo* Celebration will be held at Centaurus High School. A custom car, truck, lowrider and bike show with music, artists, dance groups and food. This is a family event with no alcohol allowed. For more information call Frank Archuleta (303) 665-9021.

May 4–Medford, OR
Gent's Productions' 14th Annual *Cinco de Mayo* Car Show and Concert will be held at Expo Fair at Central Point. This event will feature some of the Pacific Northwest's finest lowriders, plus food, live entertainment and stereo sound-off. For more information call Armando (916) 689-4180.

May 4–Salt Lake City, UT
One of a Kind Autobody and Accessories presents the Fifth Annual *Cinco de Mayo* Custom Car Show and Concert to be held at the Utah State Fair Park. This festive event will feature cars, trucks, good food, *Mariachis* and family fun. For more information call Jeff (801) 355-2521.

May 4–Santa Ana, CA
RC Entertainment, *Lowrider* Magazine, Homies, Hi-Low, House of Lowriders and Classic Auto Upholstery present a free Straight Clownin' picnic at Mile Square Park. Lots of fine lowrider cars, trucks and bikes, plus a car hop, and free food and sodas. For more information call (714) 838-1739 or (714) 935-1697.

May 9-11–Dayton, OH
Altered Images and U&M Productions present the Third Annual Cruisefest Nationals to be held at the Montgomery County Fairgrounds. There will be more than 65 classes of competition. For more information call Jody Cruea (937) 253-4742 or Darrell Uzzel (937) 236-8176.

May 17–Pasadena, CA
The Ninth Annual Chicano Music Awards will be held at the Pasadena Civic Auditorium. Hosted by DJ Sancho, the show will feature popular *Chicano* bands and will raise scholarship funds for college-bound *Latinos*. For more information call (818) 584-4104.

May 17–Victoria, TX
Proud Image Car and Truck Club, in conjunction with the Victoria Parks and Recreation Dept., presents the First Annual Texas Zoo Car, Truck and Bike Show to be held at Riverside Park. A full day of entertainment with proceeds benefitting the Texas Zoo. Show hours, 12 p.m. to 6 p.m. For more information call Randy Chacon (512) 573-4411 or (512) 578-8837.

May 18–San Antonio, TX
Lowrider Magazine and Go-Lo Entertainment return to the Freeman Coliseum for the second annual San Antonio Tour event. This show will feature a full car show, hydraulics competition, sound-off and concert. For more information regarding this event, including move-in times, call (909) 595-2782.

May 18–Terre Haute, IN
The Western Indiana chapter of the Muscular Dystrophy Association will be hosting the Seventh Annual MDA Spring Fling Car Show at Fairbanks Park. All proceeds will benefit the MDA. For more information call Larry (812) 238-1253 or (812) 234-3584.

May 24–Leeds, AL
The L.A. Riders Car and Truck Club presents the '97 Spring Fling Toys For Tots Car and Truck Show to benefit needy children will be held at Leeds Memorial Park. All kinds of cars are welcome at this friendly event. For more information call Richard Powell (205) 699-7103.

May 25–Albuquerque, NM
Lowrider Magazine returns to Duke City with a History Tour event at the New Mexico State Fairgrounds. This show will feature New Mexico's finest lowriders, plus hydraulics competition, sound-off and concert. For more information regarding this event, including move-in times, call (909) 595-2782.

May 25–Chehalis, WA
The clownin' continues as RC Entertainment presents the Straight Clownin' Tour '97 show at the Southwest Washington Fairgrounds. Hop sponsored by Pro Hopper, Cash prizes for class winners. For more information call Garret (206) 772-6963 or (206) 626-1296.

May 25–Downey, CA
Duke's Car Club presents the Spring Jam Cruize Nite at Johnie's Broiler on Firestone Blvd. Full competition for cars, bombs, Euros, mini-trucks and bikes. Show hours, 1 p.m. to 8 p.m. For more information call Frank (213) 257-6345.

May 25–Hondo, TX
Certain Style Car Club present the Third Annual Open Car, Truck and Bike Show to be held at Hondo City Park. Full car and competition with many classes, plus hopping contest. Move-in, 8 a.m. to 12 p.m. Show hours, 12 p.m. to 4 p.m. For more information call (210) 927-2347.

May 25–Killeen, TX
Firme Tiempo Car Club and Lane's Custom Car Center present Illusion '97 Car and Bike Show at the Killeen Special Events Center. Trophies will be awarded in all classes, plus hopping and car dancing contests. Show hours, 10 a.m. to 6 p.m. For more information call (817) 526-7997 or (817) 526-5981.

May 25–New Stanton, PA
Rollin' Oldies Car Club presents the Seventh Annual Rod Run at New Stanton Park. All cars and trucks are welcome. Lots of prizes with the proceeds benefitting Special Olympics. For more information call (412) 834-7272.

May 25–San Angelo, TX
Classic Creations Car Club presents the Sixth Annual Custom Car Show to be held at the San Angelo Coliseum. This indoor event will feature West Texas' finest lowriders, minis and Euros. Hydraulics competition sponsored by Royal Luxury C.C. For more information call Rudy (915) 942-8188 or Eddie (915) 947-1979.

May 31-June 1–Jacksonville, FL
East Coast Customs Car and Truck Club presents Mini Spectacular V to be held at the Jacksonville Fairgrounds. This two-day event will include car and truck competition with more than 70 classes, plus hydraulics and neon competitions. For more information call Gary Young (904) 642-2277

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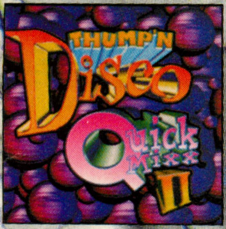

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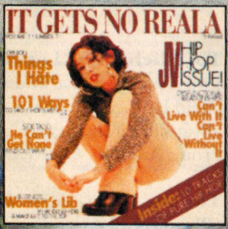

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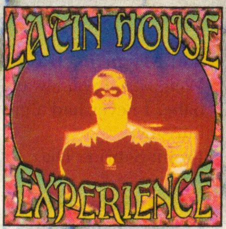

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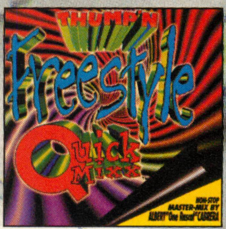

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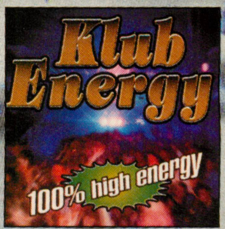

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To: ***Mi amor*, Sarco**
Since the first day we met you've held a place in my heart. You have no idea how much I care for you and how my life has changed. Let me be your one and only angel. *Te quiero mucho, mi amor.*
From: Gata

To: Henry Castellon, "Cisko"
Babe, where are you? Are you there? Can you hear me? Can you see me? Babe, I'm lost without you. Please get in touch. I miss you a lot, but most of all, I need you!
From: Maria

To: ***Mi amor*, Melissa Lucero**
You are the single most precious thing that ever happened to my life. You've given me two beautiful girls that I could never thank you enough for. I love you, babe.
From: Luis Lucero (St. Johns, AZ)

To: Armando Delayo
Hey there, sweet thang! Thanks for being a fun, sweet and funny friend to me. I hope we stay good friends forever. Remember, I'll be here for you in good and bad times. Smile always.
From: Gaby Hernandez (Baldwin Park, CA)

To: Maritza (San Jose, CA)
Mija, te amo con todo mi corazón. Remember that no matter where I am or how far apart we are, *tienes siempre mi amor.* You'll always be in my heart and in my thoughts. Let's stay together. I love you.
From: *Tú mijo*, Tomas (USMC)

To: My *mijo*, David Castro, "Mr. Casper"
Well, *mijo,* I will always love you no matter what, babe. I never had a guy like you, so don't ever hurt me.
From: Sabrina Diaz, "*La* Giggles"

To: My baby, Natalie Hopkins (San Carlos, AZ)
I love you and I can't wait to be with you forever. Hope to see you soon.
From: The one who loves you, Jeff Delma

To: Raymond Cole (San Diego, CA)
Vato, I think of you every day, wondering if you're alive or in heaven. I pray to the Santos every night to be your wife and the mother of your children. I love you always and forever.
From: Carmen Hart (Newport News, VA)

To: My "Brown Princess," Michelle Alvarez
Mija, I just want to let you know that I'm thinking about you every second, day and night. I want us to be together always and forever. I love you!
From: Julio "Shadow" Muñoz

To: My Christon (Li'l Giggles)
My weakness, I love you with all my heart and I need you in my life always. *Te quiero con todo mi corazón.*
From: Paul, "Creeper"

To: My wife, Yvette Moreno, "Wuvy" (Tucson, AZ)
I love you for always, Wuvy, and forever we'll be together because nobody can love you like me.
From: Your husband, Kiko Moreno

To: Michael R. Lopez (my distant lover)
I miss you and love you very much. I wish we could be together again, always and forever. You'll always be in my heart.
From: Amanda Q. (M.O.)

To: My *Jefita, carnales y carnalitas* (Phoenix, AZ)
I'm letting you know that you are always on my mind and I love you and miss you a lot. Take care and keep smiling.
From: Anthony "Froggy" Martinez

To: Alvaro Lozano (Kansas City, KS)
I want you to know that you've been an important part of my life and you'll always hold a special place in my heart. I'll always be here for you. I love you (a lot, a lot, a lot).
From: Jessica

To: The pride of my life, Pilla
Your support and patience really make me proud, but especially made our love, proof itself. We passed a test of love. It was good, but now it's going to be better, this time forever! (Promise to God)
From: L-Loko, the one who really loves you!

To: Nereida Moreno (Somewhere in the Rio Grande Valley, TX)
It's been more than a year now and I still haven't forgotten you. I never thought I would cry for a girl. No one will ever love you more than me. Thanks for changing my life for the better.
From: Ruben G. (Mission, TX)

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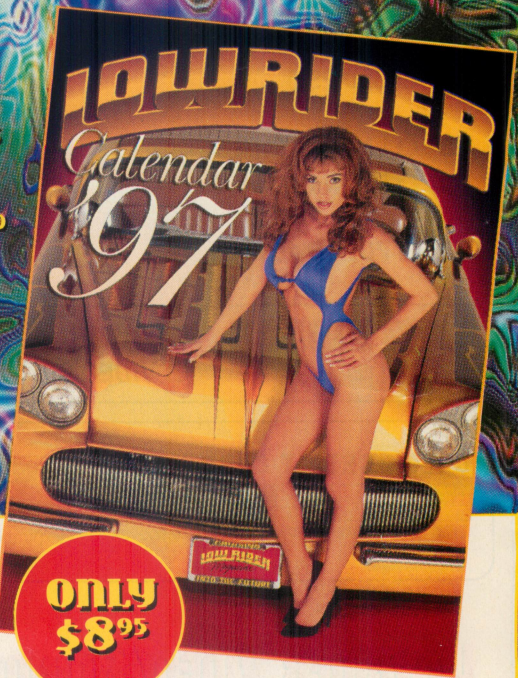

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To: Chris Jimenez, "*Chavalito*" (Portland, OR)
Just dropping some *firme* lines *para mi firme vato que amo con todo mi corazón.* Baby, our *corazons* are closer than ever. I love you and good luck in the Navy. You will always have someone to come home to.
From: *Tu* fiancée, Rosamaria Guzman Jimenez

To: The Valdez family (South Gate, CA)
Thank you all for everything. I love and miss you all. I can't wait to go home.
From: PFC Ben Valdez (Ft. Campbell, KY)

To: Yesnia L. Pineda, "Baby Yoshi"
I cherish every moment with you. I thank God for the day we met. Not one day goes by that I don't think of you. I love you!!
From: Freddie Alvarado "*Flaco*" (Houston, TX)

To: Heather
My dream has come true since I have been with you. You're the best thing that has ever happened to me. You are in my thoughts constantly and my love for you will never end.
From: Rocky

To: My husband, Cisco (Okinawa, Japan)
I just wanted to tell you that I love you and I'm waiting for you to come home. Take care, my love.
From: Maggie Chairez and Baby Chito (Yuma, AZ)

To: Mama Loco and Alexis
To my two special loves, thank you for giving me so much strength. I love you forever. Yours always.
From: *El Presidente*, Stephen E. (Pueblo, CO)

To: *Mi familia*
Soon, we can be a *familia* once again. *Perdoname*, baby! I've missed you *y* "*Los* Squinkles" so very dearly. *Que dios nos ayude.* Love always from your husband and daddy.
From: Gilbert "Gibby" Nieto

To: Kristin (*mi amor*)
I love you so much! I want you to know that I always will. You're the best thing that ever happened to me. I miss you beyond belief!
From: Luke

To: Coco Gomez (Nochistlan, Zac)
Kiuvo, mija. I just want to say that *tu "mijo" te va a querer por siempre.* I miss you and love you, *pero regresare para amarte mas y mas "Mija* Silent." I love you *por siempre*, my Coco.
From: *Tu mijo,* Milton Puentes, "*El* Sleepy"

To: Charity "Dollface" Morales
Baby, we're going to go through some tough times, but remember that as long as I am alive, my love for you will never die. They can't keep us down. I love you with all of my heart.
From: Your husband, "Gangster"

To: Adriana M. Machado, "Spins"
Gracias por estar con mijo durante mis tiempos mas dificiles de mi vida. Mi corazón esta en tus manos preciosas. Te amo y te extraño mucho.
From: Marcos A. Bustamonte (USN)

To: Dickie Baca (Chimayo, NM)
I am sorry for all that has happened. Please come back to me. You said forever. Baby, I miss you. *Amor de distanca. Corazón de mi alma.*
From: *Siempre y por vida*, Crystal (Albuquerque, NM)

To: Norvell "Champ" Yazzie (Gallup, NM)
One day I hope you understand how deep my love is for you. I think about you all the time and I miss you very much. I'm never going to let anyone come between us *Tú eres el unico para mi. Te amo,* Papi.
From: Lisset "Illusion" Negrón (Ft. Bragg, NC)

To: "Bozo," Art Lopez (Santa Fe, NM)
Y, mijo, we know you're going through some hard times right now. You've just got to keep your head up and remember we're always here for you, *por vida.* Take care and God bless.
From: *Tus amigas, "Chuka"* Anna *y "Los* Dimples" Crystal

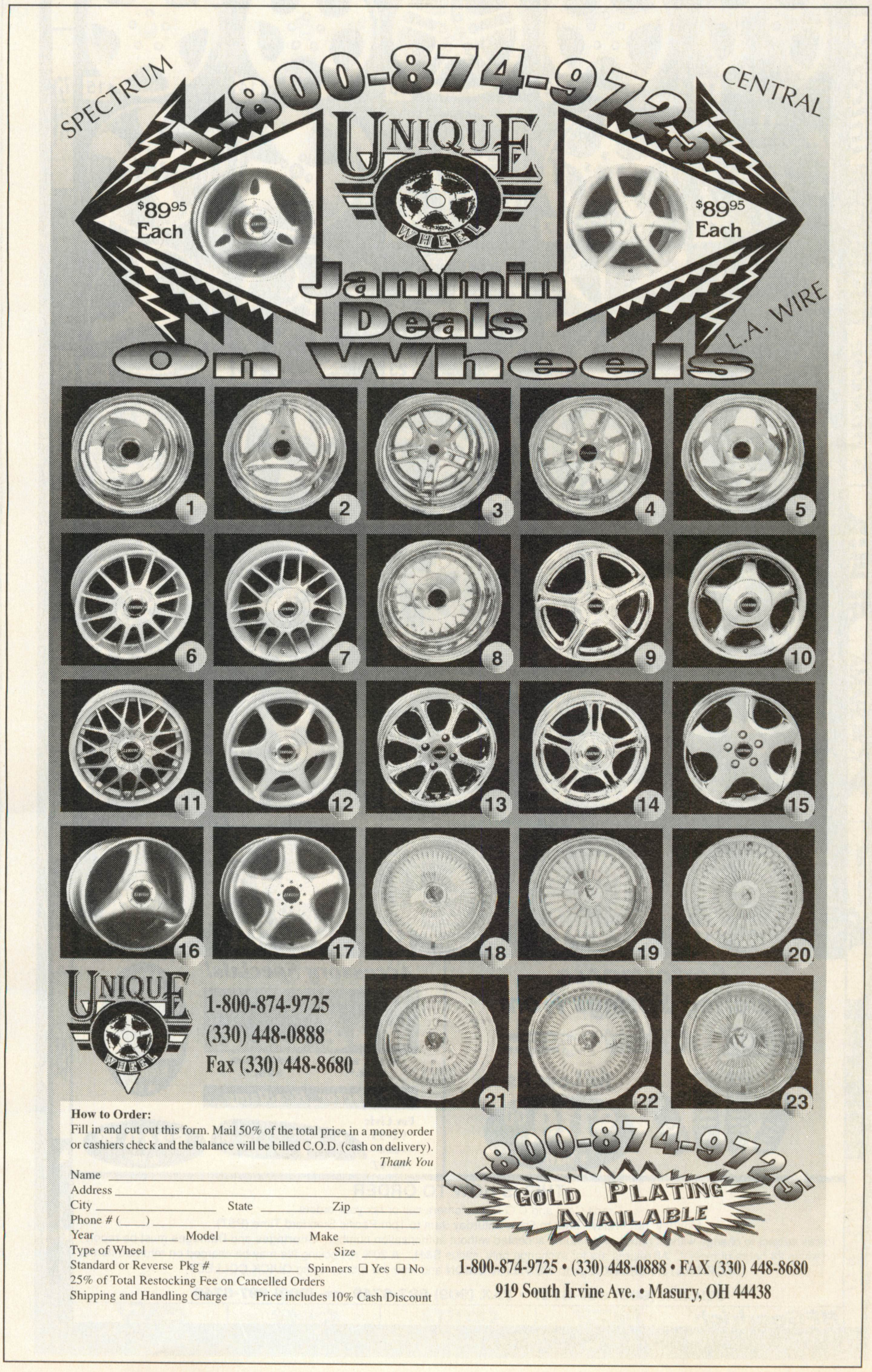
To: Li'l Menace (Priscilla)
I don't know what's wrong. I mean, I try to do everything possible for you. I write, I call, but nothing happens and you know I love you. So please tell me what's wrong.
From: *El Kiko* (José)

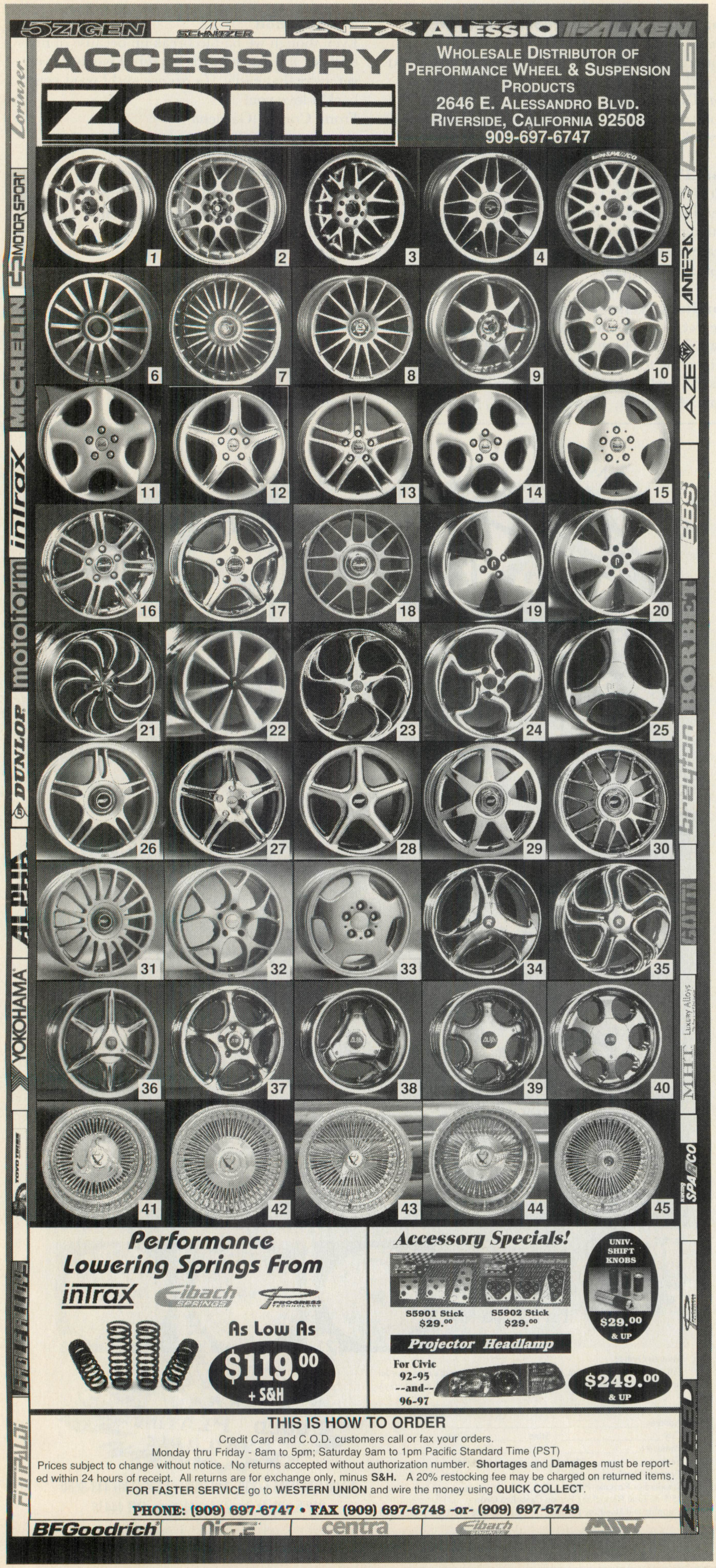
To: Stacy Weiss (Austin, TX)
I regret losing you and I still love you with all my heart. I should have given up everything you wanted me to, but I thought you asked to much. It wasn't worth losing you. I love you always!
From: August 31, 1992 (Austin, TX)

To: Shannon
Even though we had to break up because of my mistake, *mi corazón todavia te quiere.* I won't let you get away that easily. *Tu eres mia* and I want you back! I love you!
From: Conejo (Gardena)

To: Cricket Garcia
Mijo, I love and care for you very much. You mean everything to me. *Mijo,* believe me, things are only going to get better, I promise. I love you, Mike.
From: Your lady, Viveca

To: Whispers Sena *de* St. Francis, SD
Mija, you're the best thing a homie could ever have in life. You showed me a way out and that you really cared. I want to thank you for everything. With *puro respeto* from all your homies *de* Denver, CO.
From: *El* Trouble *y* Clique





To: Brenda
Since I met you, my life has changed. You're the best thing that ever happened to me. Now I can finally stop searching because I found the one I love and care for. *Te amo con todo mi corazón.*
From: Big Boy (Edward Hernandez)

To: *Mi corazón, "Tito Copias" de Corpitos* (Wichita Falls, TX)
I just wanted to thank you for everything you have done for me. I have fallen deeply in love with you, babe. I never want to lose the love that we have. Our time will come. God bless you, I love you.
From: Baby Girl, "Dreamer"

To: Joe
You have been a great dad, a wonderful husband and my best friend. My love for you will never end. Two years have already gone by and plenty more are still to come. You, Joe, are #1.
From: Love you always, Christine

To: Linda Danille and Melissa Genevieve Muñoz
I love you and I miss you and I need you both a lot. Daddy's coming home soon, and I promise to be the best daddy in the world. I think of you always.
From: Love, Daddy Gilbert Muñoz, Jr.

To: Barbara Topham (Ft. Myers, FL)
Baby, I got mad love for you. Always remember—thugz need love, too.
From: Kevroc, "The Bomb"

To: Rita K. Muñoz (La Quinta, CA)
You are always on my mind and in my heart. No matter how far away I may be, I will always love you. Take care of yourself and our wonderful precious girls.
From: Gilbert Muñoz, Jr. "Leo"

To: Sandi Esquivel (Pueblo)
Sandi, you are once, twice, three times a lady. If things go the way I hope, you'll be my lady a lot longer.
From: Jeff Martinez (Colorado Springs)

To: My Fred
We've been through a lot and done a lot. I hope that there's more to come. I love you always.
From: Your little Taco

To: My daddy, Albert Carrasco
Papi, I just wanted to say that I love you.
From: Cecilia Carrasco (Grand Prairie, TX)

To: My husband, Michael S.
Our love is one of a kind. We've been through so much, some good and some bad, but we've always managed to stay together. I'm so glad we have a son together. I love you and I always will.
From: your wife, Adonica S.

To: Albert R.
I love you, sweetheart. Nothing could ever change that. I will always be there for you. I can't wait to have you in my arms to make all our dreams come true.
From: Sandra

To: Amanda "an angel in Arizona" Hernandez
My *maldito amor* destroyed my life/You picked me up, and opened my eyes/I now see us (with no surprise)/Losing her was a strong blessing in disguise.
From: Your Puppet, "J" (pull my little strings)

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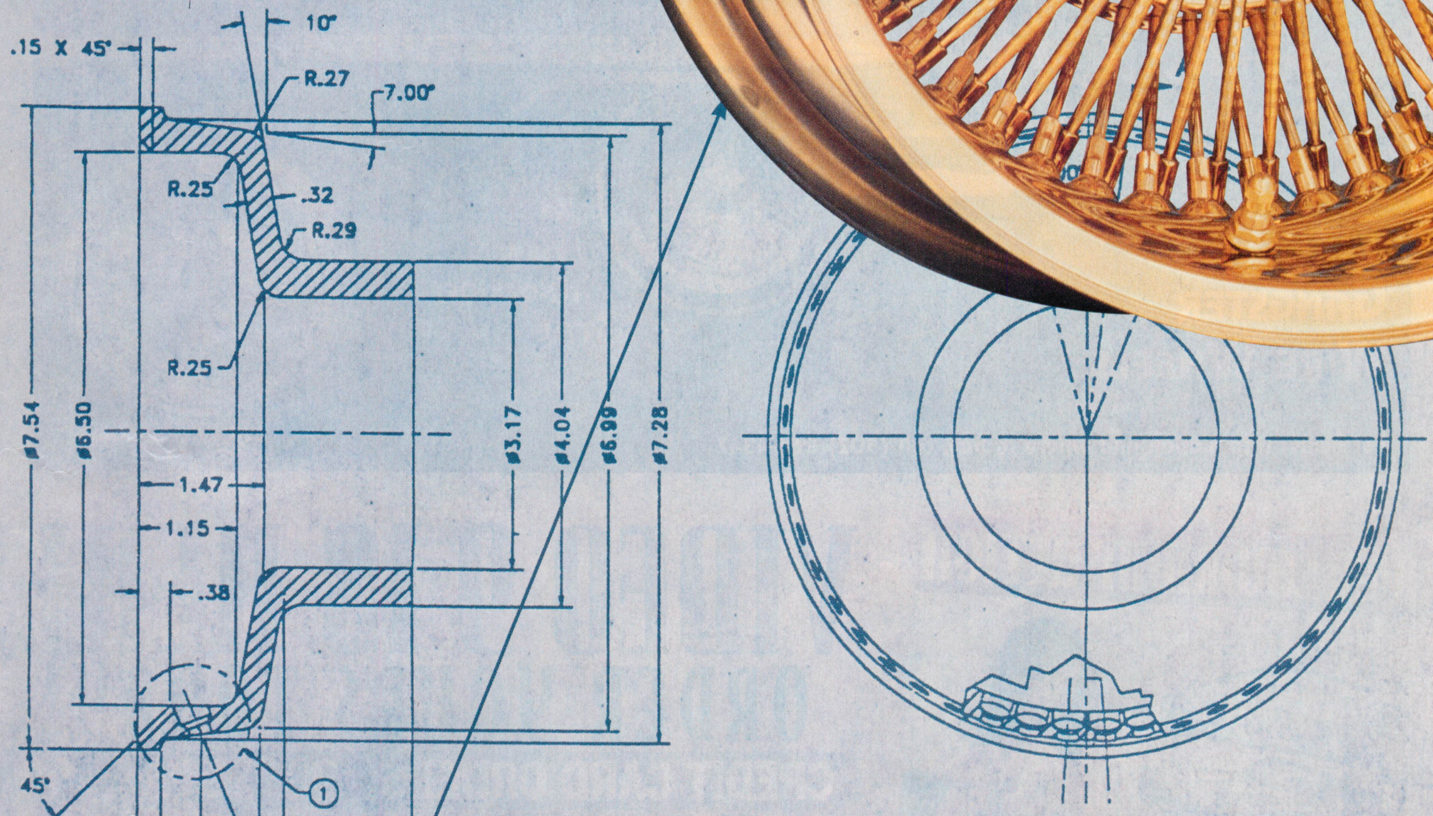

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To: My Papi
I love you and you've made me the most *felize esposa* that I could ever imagine. I hope we have many more happy memories to come.
From: Your *Gordita*

To: Yvonne, Marina and baby-to-be (Norwalk, CA)
Hi Lo, it's me, your husband. I just wanted to let you, Marina and the baby-to-be know that I love all three of you with all my heart, and Daddy misses you. I can't wait to see you soon.
From: Daddy Valentine (Ft. Hood, TX, US Army)

To: Ruben Cano (Castroville)
I know it's over, but it still hurts. There is not enough time or distance to change my feelings for you. I just got tired of the lies. But even though you hurt me, I can't get over you.
From: Jackal

To: Lidia O. (Niner)
Hey, baby. We've been through a lot for us to just give up. I love you and I always will. (Go Redskins!)
From: Frank S. (Camp Lejeune, NC)

To: Candy Hale (Emporia, KS)
Candy my love, talk about a warm, fuzzy feeling. That's the tingly sensation that runs through me every time I think of you. Let's think of a name for our future arrival and love it as we love one another, always.
From: Mike, with love

To: Margie Zuniga (Brownsville, TX)
Mi amor bonito, like the stars in the night sky, they are endless like the love I have for you. Not even the test of time can break the love we have for each other.
From: *Tu Amorcito*, Israel Peña (Kansas)

To: Nicola Cannon
Beauty to me is more than skin deep, the soul and the heart have to meet. Knowledge comes from books and running the streets, winning and losing precious things. My love, you give me strength. God bless!
From: Kenneth E. Mason

To: Jiji
You may disagree, but I think you have a perfect smile. It always warms me up inside and brings a smile to my face, too. I love you.
From: Peanut

To: Michelle
Chulita, eres mi vida, yo te extraño mucho. Siempre te tengo en mi mente y siempre estaras en mi corazón.
From: *Tu Pandita* (Tulsa, OK)

To: Thomas Calvo (Santa Rita, Guam)
I'm here for you and always will be. We could last forever because we have too much to ever think about giving up. I love you.
From: Carmen-Renee Bermudez

To: Jeremy Lewis (Henrietta, OK)
I just want you to know that you stole my heart the day I met you. And, as time goes by, I hope we'll become more than homies. Remember, homies, lovers, friends *por vida*.
From: *La* China 1

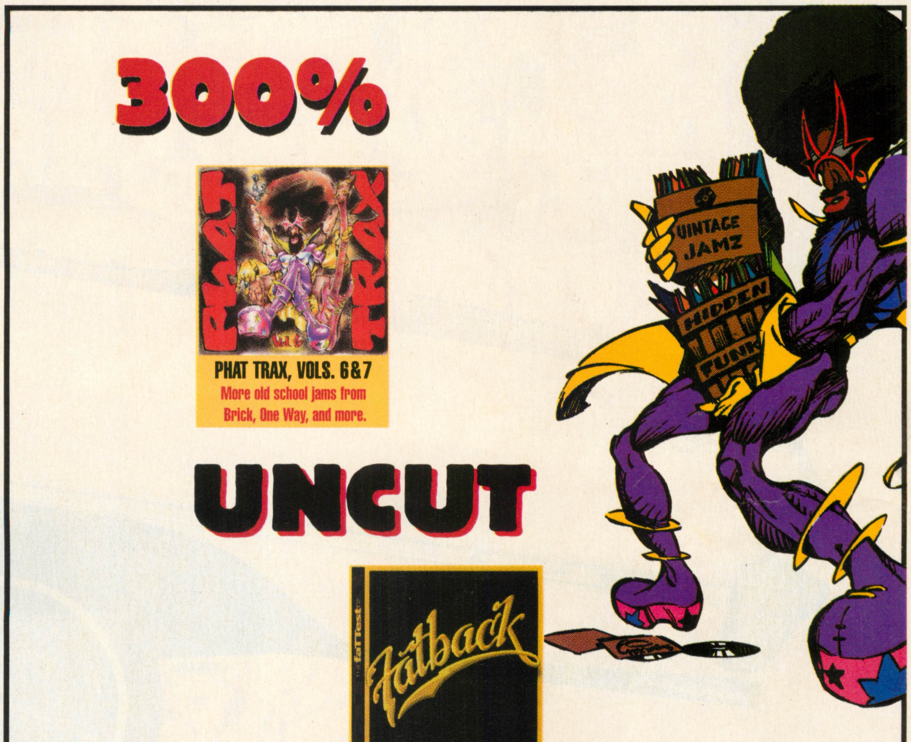
To: Gabriel Jaramillo
I just want to say that I love you and I'm never gonna give you up, even though there's a lot of people who want us apart.
From: Elsa

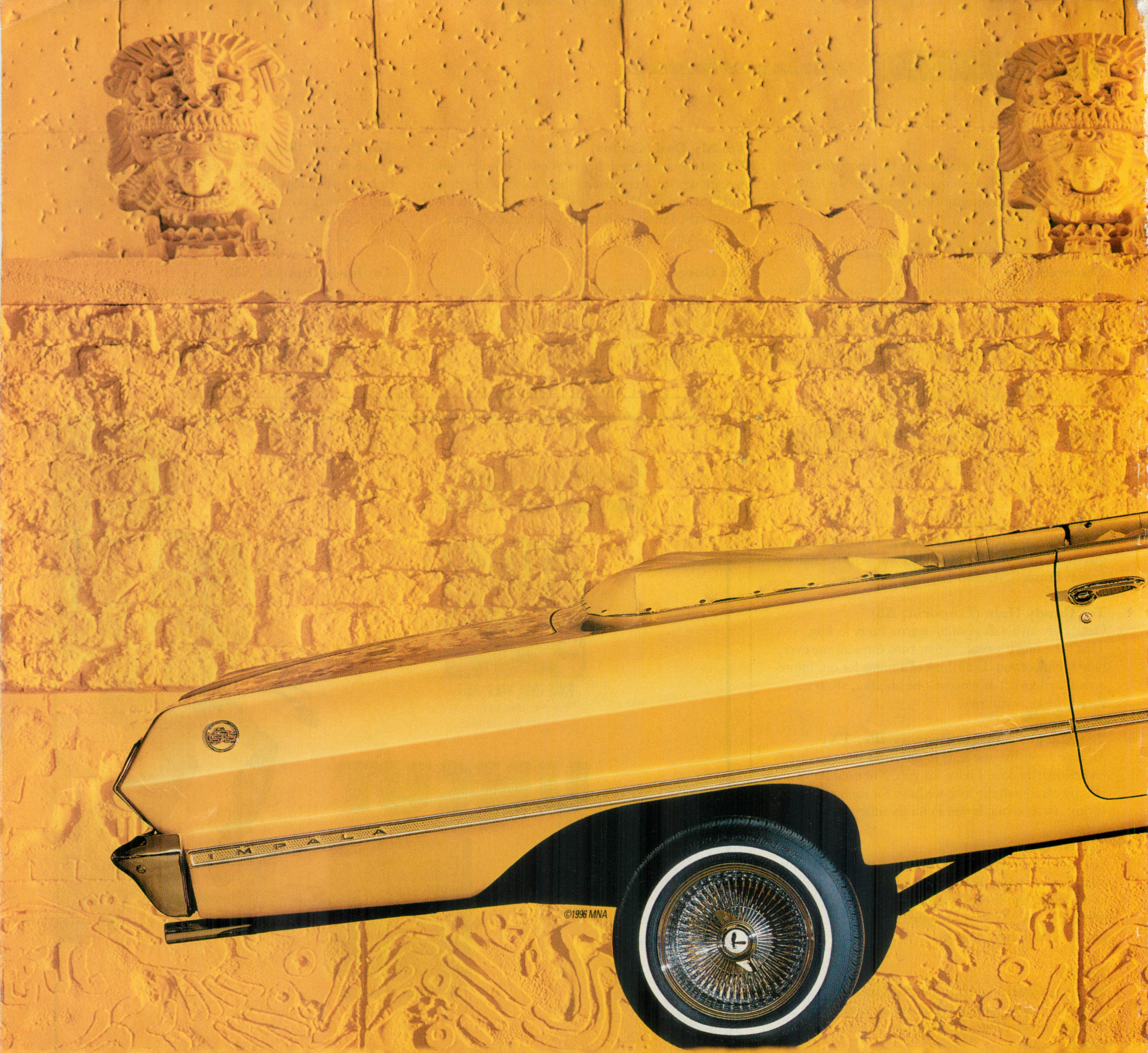
To: My Dad (Carlos)
This past year so much has happened, but through everything, you were always there to comfort, support and love me. So, I'm saying thank you and that I love you dearly. I'm so proud to have a father like you.
From: Marcey

To: Guera
You will always be my best friend. Thank you for all you've done for me and Angel. We love you for it. Keep those boys chasing after you always! What would I do without you?
From: Margaret (Tucson, AZ)

To: Daniel "Big D" Garcia (Phoenix, AZ)
My thoughts are with you wherever you go. Life is richer, sweeter by far for the hours we've spent, and now my constant prayer will be that God keep you safe for me. *Siempre, "Sabor a Mi."*
From: Melissa *"Payasa"* Sarmiento

To: José (Omaha, NE)
Mi amor, you are the only one in my life that I truly love. No words could express the love I feel for you. I want us to be together forever. I want us to be together forever, to have a family.
From: Silra Zamani





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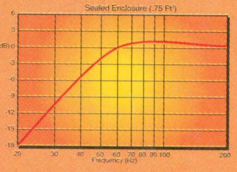
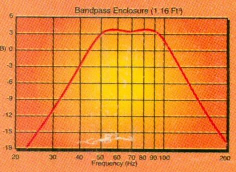
THUNDER® 5000

10" 4 ohm subwoofer

	Sealed	Vented	Bandpass
	Tight, Deep Extension	Serious SPL	Maximum Output
			
Enclosure Volume	.75 Ft^3 (21.2 l)	1.25 Ft^3 (35.4 l)	1.16 Ft^3 (32.9 l)
Vent Dimensions	n/a	3"x10"	4"x9"
Bandpass	n/a	n/a	42-108
Bandpass Gain	n/a	n/a	3.2dB
F3	50 Hz	38 Hz	n/a
Tuning Frequency	n/a	37 Hz	69 Hz
Ripple	.08dB	1.56dB	.25dB
Qtc	.94	n/a	n/a
Net Volume	.69 Ft^3 (19.5 l)	1.14 Ft^3 (32.4 l)	n/a
Sealed Volume	n/a	n/a.	.44 Ft^3 (12.5 l)
Vented Volume	n/a	n/a	.59 Ft^3 (16.8 l)
Driver Volume	.06 Ft^3 (1.7 l)	.06 Ft^3 (1.7 l)	.06 Ft^3 (1.7 l)
Vent Volume	n/a	.04 Ft^3 (1.3 l)	.07 Ft^3 (1.9 l)

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9. Flat, progressive spider
10. Extended pole piece

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